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Lyttelton Harbour Board

NEW ZEALAND

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Reports

Statement of Accounts

AND

Returns

For the Year Ended 30th September

1964

CHRISTCHURCH

Printed by Coulls Somerville Wilkie Ltd., Christchurch

1965

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MEMBERS LYTTTELTON HARBOUR BOARD

Elected under the provisions of "The Harbours Act, 1950," "The Local Elections and Polls Act, 1925," and Amendments thereof; and under Regulations by His Excellency the Governor-General in Council, in pursuance of the above Acts.

Elected on SATURDAY, 13th OCTOBER, 1962. HOLD OFFICE FOR THREE YEARS

Date When
First Elected
or Appointed.

- | | |
|---|---|
| <p>(1) <i>Principal Authority for conducting the Election:</i>
<i>Christchurch City Council.</i>
Five Members elected by the Electors in the constituent district of the City of Christchurch.</p> | <p>F. W. FREEMAN, Esq., O.B.E., J.P. May 1941
G. MANNING, Esq., C.M.G.
M.A., Dip.Soc.Sci., J.P. November 1947
W. P. GLUE, Esq., O.B.E. November 1948
F. I. SUTTON, Esq. November 1956
A. E. ARMSTRONG, Esq. October, 1962</p> |
| <p>(2) <i>Principal Authority for conducting the Election:</i>
<i>Kaiapoi Borough Council.</i>
One Member elected by the Electors in the combined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.</p> | <p>J. E. MANNERING, Esq. November 1961</p> |
| <p>(3) <i>Principal Authority for conducting the Election:</i>
<i>Lyttelton Borough Council.</i>
One Member representing the Electors in the combined district of the Borough of Lyttelton and the Counties of Akaroa, Wairewa, and Mount Herbert.</p> | <p>W. B. LAING, Esq., J.P. November 1956</p> |
| <p>(4) <i>Principal Authority for conducting the Election:</i>
<i>Ashburton County Council.</i>
Two Members elected by the Electors in the combined district of the County of Ashburton and the Borough of Ashburton.</p> | <p>J. BRAND, Esq. November 1956
E. BROPHY, Esq., A.P.A.N.Z. November 1959</p> |
| <p>(5) <i>Principal Authority for conducting the Election:</i>
<i>Waimairi County Council.</i>
One Member elected by the Electors in the combined district of the County of Waimairi and the Borough of Riccarton.</p> | <p>L. G. AMOS, Esq., J.P. November 1956</p> |
| <p>(6) <i>Principal Authority for conducting the Election:</i>
<i>Paparua County Council.</i>
Two Members elected by the Electors in the combined district of the Counties of Paparua, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote and Selwyn.</p> | <p>W. F. McARTHUR, Esq., J.P. November 1947
G. E. WRIGHT, Esq. October 1962</p> |
| <p>(7) <i>Principal Authority for conducting the Election:</i>
<i>Waipara County Council.</i>
One Member elected by the Electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley.</p> | <p>A. A. MACFARLANE, Esq.
D.F.C., J.P. May 1955</p> |

Chairman: A. A. MACFARLANE, Esq., D.F.C., J.P.

Deputy-Chairman: F. I. SUTTON, Esq.

OFFICERS OF THE BOARD, 1964

Secretary-Manager, Treasurer and Chief Executive Officer: A. J. SOWDEN, A.R.A.N.Z.

Assistant Secretary-Manager: J. A. McPHAIL, A.R.A.N.Z.

Engineer-in-Chief: J. A. CASHIN, F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Resident Engineer: A. J. CHARMAN, Assoc.M. Inst. C.E.

Harbour Master and Chief Pilot: CAPTAIN A. R. CHAMPION, J.P.

Office Manager, Lyttelton: D. H. CLIBBORN

Bankers to the Board:

BANK OF NEW ZEALAND

Solicitors to the Board:

HARPER, PASCOE, BUCHANAN and PENLINGTON

Harbour Board Office,
Christchurch,
25th November, 1964.

CHAIRMAN'S ANNUAL REPORT

Gentlemen,

I have pleasure in submitting the Eighty-eighth Annual Report of the Lyttelton Harbour Board. The Balance Sheet and Statement of Accounts are attached hereto but have not yet been audited. When the audit is completed and the accounts received from the Controller and Auditor-General they will be submitted for your approval in terms of Section 64 of the Harbours Act, 1950.

STATUTORY MEETING

The accounts for the year ended 30th September, 1963, were adopted at the Statutory Annual Meeting held on 4th March, 1964.

ELECTION OF CHAIRMAN

The Annual Statutory Meeting for the Election of Chairman was held on 11th December, 1963, when I had the honour to be re-elected as Chairman. Mr. Sutton was re-elected Deputy-Chairman.

COMMITTEES AND REPRESENTATIVES ON ALLIED ORGANISATIONS

The following committees and representatives on allied organisations were elected at the Ordinary Monthly Meeting held on 5th February, 1964.

Staff Committee:

L. G. AMOS
J. BRAND
F. W. FREEMAN

W. B. LAING
J. E. MANNERING
G. E. WRIGHT

Finance Committee:

W. F. McARTHUR
A. E. ARMSTRONG
E. BROPHY

W. P. GLUE
G. MANNING
F. I. SUTTON

Works Committee:

A. E. ARMSTRONG
J. BRAND
F. W. FREEMAN
W. B. LAING
G. MANNING

L. G. AMOS
E. BROPHY
W. P. GLUE
J. E. MANNERING
F. I. SUTTON
G. E. WRIGHT

Slipways and Small Craft Committee:

L. G. AMOS
F. I. SUTTON
A. E. ARMSTRONG (appointed 6/5/1964)

W. B. LAING
J. E. MANNERING

A. A. MACFARLANE, Chairman, ex officio a Member of all Committees.

Board's Representatives on Local Disputes Committee:

A. A. MACFARLANE
J. A. McPHAIL

W. B. LAING

Harbours Association and Industrial Union of Employers:

A. A. MACFARLANE
J. BRAND

W. P. GLUE
F. I. SUTTON

Canterbury Progress League:

W. F. McARTHUR

G. E. WRIGHT

Canterbury Chamber of Commerce:

F. I. SUTTON

South Island Publicity Association:

W. P. GLUE

Regional Planning Authority:

F. W. FREEMAN

South Island Local Bodies Association:

G. E. WRIGHT

FINANCE AND TRADE

Revenue Account:

The income for the year totals £704,287 as compared with £684,570 for the previous year, an increase of £20,000, made up as follows:

						£
Increased Berthage Charges	....	....	....	....	....	7,000
Increased Electric Crane Charges	....	....	....	....	....	5,000
Increased Wharfage Rates	....	....	....	....	....	23,000
Increased Craneship "Rapaki" Charges	....	....	....	....	....	4,000
					Total	£39,000

Less:

						£	£
Reduction in Pilotage Rates	....	....	....	....	....	7,000	
Reduction in Port Charges	....	....	....	....	....	6,000	
Reduction in Towage Charges	....	....	....	....	....	3,000	
Reduction in Dock Charges	....	....	....	....	....	1,000	
Reduction in Electricity Charges	....	....	....	....	....	2,000	
						—	19,000
							£20,000

The total expenditure for the year excluding depreciation amounted to £507,580 as compared with £484,801 for 1963, the difference of £23,000 being mainly due to increased expenditure on wharf cranes. The transfer to the Appropriation Account is £133,690 as against £137,539 for 1963. After the provision of capital from revenue amounting to £22,570, the Appropriation Account shows an excess of expenditure over income of £20,138 as compared with £30,000 for the previous year. The principal items included under the heading of "Capital from Revenue" are:

						£
Purchase of R.S.A. Hall	....	....	....	....	....	7,211
Electric Capstans (3)	....	....	....	....	....	8,308
Tools and Plant	....	....	....	....	....	4,529

Balance Sheet:

The total of the Capital Account amounts to £7,034,288 while the balance in the Capital Assets Account is £5,497,084. The value of stocks of timber and general stores at balance date was £164,365, Sundry Debtors £91,080, Sundry Creditors £34,017. The total of the Reserves and Special Accounts is £2,553,115 made up as follows:

						£
Reserve Funds	....	....	....	....	....	679,747
Loans Repayment Account	....	....	....	....	....	1,051,325
Loan Accounts	....	....	....	....	....	822,043

These funds are invested in the following securities:

						£
New Zealand Government Stock	....	....	....	....	....	756,915
Local Body Securities	....	....	....	....	....	515,090
Deposit with National Provident Fund	....	....	....	....	....	1,272,970
Deposit with Canterbury Trustees Savings Bank	....	....	....	....	....	1,000
Mortgage	....	....	....	....	....	6,000
Cash at Bank of New Zealand	....	....	....	....	....	1,140
						£2,553,115

At 30th September, 1964, the Harbour Fund was in credit £361,531, which is made up as follows:

						£
Cash at Bank of New Zealand	....	....	....	....	....	17,288
Add Investments with National Provident Fund	....	....	....	....	....	454,100
						£471,388
Less Unpresented Cheques	....	....	....	....	....	109,857
						£361,531

The income credited to Loans Repayment Account amounts to £356,650. After payment of interest and the repayment of principal on loans totalling £372,036, the balance of the account is £1,051,324. Income from the Harbour Improvement rate amounted to £148,880 as compared with £145,915 for the previous year.

The debit balance in the Appropriation Account at the beginning of the year was £112,272, to which has been added excess expenditure over income of £20,139, leaving a balance of £132,411 to be carried forward to the current year.

The Public Debt at the 30th September, 1964, was £4,241,903 made up as follows:

						£	£
No. 7 Wharf and Breastworks Loan	....	....	....	....	....	300,000	
Amount Repaid	....	....	....	....	....	193,800	
						—	106,200
Dredge Loan	....	....	....	....	....	600,000	
Amount Repaid	....	....	....	....	....	131,180	
						—	468,820
Port Development Loan	....	....	....	....	....	3,592,126	
Amount Repaid	....	....	....	....	....	438,943	
						—	3,153,183
Motor Vehicle Parking Area and Elevated Roadway	....	....	....	....	....	175,000	
Amount Repaid	....	....	....	....	....	11,300	
						—	163,700
Inner Harbour Modernisation Loan	....	....	....	....	....	350,000	
						—	£4,241,903

Amount raised during year ended 30th September, 1964:

	£
Port Development Loan	830,306
Inner Harbour Modernisation Loan	10,150
	<u>£840,456</u>

For the year ended 30th September, 1964, the tonnage of cargo handled through the port was 1,498,929 tons, being a 2.97% increase on the tonnage for the previous year.

The following is a summary of increases or decreases in tonnages for cargo passing over the wharves, excluding transhipments for 1963/64 as compared with 1962/63:

COASTAL

IN				OUT			
Increases:				Decreases:			
Bitumen	....	....	2,372	Beans and Peas	....	....	555
Iron, Steel, etc.	....	....	5,684	Grain and Cereals	....	....	4,326
Motor Spirit, Kerosene and Oils	....	....	53,536	Motor Spirit, Kerosene and Oils	....	....	8,219
Motor Vehicles, etc.	....	....	31,380	Vegetables	....	....	10,460
Paper, Newsprint	....	....	2,358	Wool	....	....	563
General	....	....	6,617	General	....	....	2,613
			<u>101,947</u>				<u>26,736</u>
Less Decreases:				Less Increases:			
Butter	....	....	1,197	Machinery	....	....	1,888
Sugar	....	....	3,200	Motor Vehicles, etc.	....	....	3,126
General	....	....	2,173	General	....	....	5,077
			<u>6,570</u>				<u>10,091</u>
Increase	....	....	<u>95,377</u>	Decrease	....	....	<u>16,645</u>

OVERSEAS

IN				OUT			
Decreases:				Decreases:			
Grain and Cereals	....	....	4,663	Motor Spirit, Kerosene and Oils	....	....	8,039
Iron, Steel, etc.	....	....	899	Seeds	....	....	1,420
Motor Spirit, Kerosene and Oils	....	....	68,004	Tallow	....	....	2,165
Paper, Newsprint	....	....	1,013	Wool	....	....	2,662
General	....	....	34,451	General	....	....	4,651
			<u>109,030</u>				<u>18,937</u>
Less Increases:				Less Increases:			
Bitumen	....	....	9,007	Beans and Peas	....	....	1,182
Fruit	....	....	5,722	Coal and Coke	....	....	517
Gypsum, etc.	....	....	7,551	Fish	....	....	260
Machinery	....	....	5,457	Meat, Frozen and Fresh	....	....	5,854
Manures	....	....	21,512	Motor Vehicles, etc.	....	....	130
Motor Vehicles, etc.	....	....	4,968	Textiles	....	....	446
Rubber, etc.	....	....	2,390	Vegetables	....	....	1,972
Textiles	....	....	9,186				<u>10,361</u>
Timber	....	....	6,136				
General	....	....	3,967				
			<u>75,896</u>				
Decrease	....	....	<u>33,134</u>	Decrease	....	....	<u>8,576</u>

Increased coastal cargo 78,732 tons
 Decrease overseas cargo 41,710 tons

Total Increase 37,022 tons

While there has been an overall increase in cargo handled over the previous year's figures, the outwards coastal tonnage was disappointing. The decrease is due to the operation of the "Aramoana" and the cargoes particularly affected are potatoes, grain and cereals. With the arrival of the Union Steam Ship Company's roll-on roll-off steamer express vessels towards the end of next year it is hoped that the Board will regain these cargoes.

The decrease in the overseas tonnages is due mainly to motor spirits and fuel oils which are now received coast-wise and not from overseas. It will be noted that the coastal inwards tonnage of motor spirits has increased 53,536 tons while the overseas tonnage has decreased 68,004 tons. The overseas outwards tonnage of this cargo has decreased 8,039 tons which represents a reduction in the quantity of motor spirit and fuel oil forwarded to Antarctica during the year.

The following table shows the wharfage revenue derived from overseas exports for the year ended 30th September, 1964:

Wharfage Derived from Overseas Exports.

	Frozen Meat		Wool		Hides & Pelts		Tallow		Seeds		Butter & Cheese		Balance		Total	
	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
United Kingdom	11,159	68.30	12,230	30.14	385	10.00	1,055	34.91	1,743	46.63	235	100	884	13.02	27,691	37.14
Europe	610	3.73	18,885	46.54	1,710	44.40	100	3.31	355	9.50	...	...	448	6.60	22,108	29.66
Africa	26	.16	61	.15	4	.10	267	8.84	51	1.37	...	...	25	.37	434	.58
Asia	232	1.42	1,048	2.58	...	...	950	31.44	2	.05	...	...	1,054	15.53	3,286	4.41
Japan	2,157	13.20	4,942	12.18	79	2.05	580	19.19	5	.13	...	...	488	7.19	8,251	11.07
America	1,941	11.88	2,859	7.05	1,642	42.64	58	1.91	184	4.92	...	...	304	4.48	6,988	9.37
Australasia	214	1.31	552	1.36	31	.81	12	.40	1,398	37.40	...	...	3,584	52.81	5,791	7.77
TOTAL	<u>16,339</u>	<u>100%</u>	<u>40,577</u>	<u>100%</u>	<u>3,851</u>	<u>100%</u>	<u>3,022</u>	<u>100%</u>	<u>3,738</u>	<u>100%</u>	<u>235</u>	<u>100%</u>	<u>6,787</u>	<u>100%</u>	<u>74,549</u>	<u>100%</u>
Percentage to Total Exports	21.92%		54.43%		5.17%		4.05%		5.01%		.32%		9.10%		100%	

WATER SUPPLY TO EASTERN EXTENSION

Section 8 of the Lyttelton Harbour Board Loan and Empowering Act 1955, as amended by Sec. 8 of the Lyttelton Harbour Board Loan and Empowering Act 1962, provides that in return for the right to sell fresh water to shipping it shall be the duty of the Lyttelton Borough Council to provide watermains and all other plant necessary to supply, without charge, all existing and future harbour works or any extension thereof with an adequate and efficient supply of fresh water for general purposes and for protection against fire and that should there be any dispute with regard to the standard of performance required by the Board or to the incidence of payment the matter shall be referred to arbitration.

The question of extending the water reticulation to the Eastern Extension was taken up with the Lyttelton Borough Council in July, 1963 and despite the efforts of the Board to have this matter finalised very little progress has been made.

DEFINITION OF WHARF LIMITS

On 23rd July, 1963, the Lyttelton Borough Council gave notice that it had applied to the Local Government Commission for the borough boundaries to be adjusted to include all the land reclaimed by the Board.

The Board objected to the application and requested the Minister of Marine to define the limits of the wharves as provided in Sec. 190 of the Harbours Act 1950. The Commission eventually advised that it had no jurisdiction in this matter which it considered was covered by Section 171 of the Harbours Act 1950.

A considerable amount of correspondence has passed between the Board's and the Borough's Solicitors and the Marine Department but to date the Minister has not consented to the wharf limits as approved by the Board. It is hoped that this matter will be finalised in the near future.

TRANSIT SHED

The Board at its meeting held on 4th September, 1963, accepted the tender of J. Calder Ltd. for the erection of the first transit shed on Cashin Quay in the sum of £157,591. The shed should have been completed last September, but unfortunately the contractor has fallen behind with his contract and at this stage it does not appear that the shed will be completed until March, 1965.

CHRISTCHURCH-LYTTTELTON ROAD TUNNEL

The Christchurch-Lyttelton Road Tunnel was officially opened by His Excellency, the Governor-General, Brigadier Sir Bernard Fergusson, G.C.M.G., G.C.V.O., D.S.O., O.B.E. on Thursday, 27th February, 1964.

While increased use is being made of the road tunnel, the real benefit of this gateway to the province will not be achieved until the berths and transit sheds on Cashin Quay are in operation.

MECHANICAL EQUIPMENT

On 5th August, 1964, the Board accepted contracts for the supply of the following mechanical equipment at a cost of £59,000 for use in the first transit shed on Cashin Quay:

- 6 5,000 lb. capacity fork lift trucks.
- 2 7,000 lb. capacity fork lift trucks.
- 3 towing-shunting tractors.
- 2 towing tractors.
- 12 5 ton cargo trailers.
- 2 side-loading fork lift trucks.

As the other transit sheds are completed additional equipment will be purchased having regard to performance and suitability of the existing equipment.

LOG SHIPMENTS FROM EYREWELL FOREST

Following the decision of the Forestry Department to ship the timber damaged by the nor'west gale in the Eyrewell Forests through the Port of Timaru, the Board lodged a protest with the Minister of Forests, the Hon. R. G. Gerard. The Minister has advised that while the present arrangements to ship through Timaru up to March, 1965 must stand every endeavour will be made to make shipments of logs through Lyttelton after that date.

PRODUCER BOARDS SHIPPING UTILISATION COMMITTEE

Copies of the report of the Producer Boards Shipping Utilisation Committee have been received and have been distributed to members. Various committees representing interested parties have been set up to implement the recommendations as set out in the report. The Harbours Association is represented on certain of the committees but as the committees have only recently been formed they have not as yet had a chance to operate.

VISIT OF QUEEN MOTHER

In January, 1964, arrangements were made to welcome Her Majesty Queen Elizabeth, the Queen Mother, to Lyttelton but unfortunately owing to illness her visit had to be cancelled. It is hoped that arrangements can be made for her to visit New Zealand in the near future.

VISIT OF GOVERNOR-GENERAL

The Governor-General, Sir Bernard Fergusson, G.C.M.G., G.C.V.O., D.S.O., O.B.E., expressed the wish to inspect the port after a civic reception extended to him by the Lyttelton Borough Council on Wednesday, 10th June, 1964, and I had the pleasure accompanied by Messrs. F. I. Sutton and W. B. Laing and members of the staff of escorting His Excellency on a tour of inspection of the port.

ROLL-ON ROLL-OFF STEAMER EXPRESS

The Union Steam Ship Co. Ltd. has let a contract for the construction of a new vessel for its roll-on roll-off steamer-express service and plans are in hand for the conversion of the T.E.V. "MAORI" to a roll-on roll-off vessel. As the area available at Lyttelton for holding cargo is restricted the Board has agreed to lease the area known as Anderson's site to the Company for that purpose.

When these vessels are in operation the company will be able to provide a quicker and more efficient service and it is hoped that the Board will be able to regain some of the cargo which has been diverted to the "ARAMOANA".

EASTERN EXTENSION

The first berth at Cashin Quay was officially opened by His Excellency, the Governor-General, Brigadier Sir Bernard Fergusson, G.C.M.G., G.C.V.O., D.S.O., O.B.E., on Saturday, 28th November, 1964. It was originally anticipated that the berth would be fully operational on that date but owing to the delay in the construction of the transit shed as previously reported some weeks must elapse before the berth can be used.

STAFF AMENITIES

It is the intention of the Lyttelton Borough Council and the National Roads Board to eventually widen Norwich Quay to give better access to the road tunnel which would result in the old Sailors Home building being demolished. The Employees' Social Club has the use of the top floor of the building and in order to provide alternative accommodation the Board purchased the building owned by the Returned Services Association, Lyttelton, for the sum of £6,900. The Employees' Social Club and the Union have the right to use the building subject to certain restrictions which have been imposed by the Board.

YACHT MOORINGS

An increasing number of applications are being received for yacht moorings in the already over-crowded area in the Inner Harbour and in an endeavour to assist, the Board circularised those applicants on the waiting list for moorings to ascertain whether they would be prepared to accept moorings at Purau. Some 12 moorings have been provided for the use of those applicants who have signified their willingness to use that area.

STAFF RETIREMENTS

During the year the following members of the staff retired from the service of the Board:

Mr. R. H. Collins, Purchasing Officer, after 42 years' service.

Mr. L. Gilmore, Foreman of Works, after 40 years' service.

Mr. D. G. Miller, Wharf Attendant, after 28½ years' service.

Mr. J. E. Carr, Senior Cranes Foreman, after 25 years' service.

Mr. D. McDougall, Caretaker, after 10½ years' service.

OBITUARY

It is with regret that I record the death of Mr. F. G. Adams, who retired on superannuation on 21st December, 1940.

CONCLUSION

During the past year work has proceeded steadily at the Eastern Extension. It is hoped that before long all berths and transit sheds will be completed, thus permitting the free flow of goods to and from the city and the area beyond.

I desire to place on record my thanks to my fellow Board Members and the Executive Officers and to all members of the staff for their willing assistance and co-operation during the past year.

Yours faithfully,

A. A. MACFARLANE, Chairman.

Engineer's Office,
Lyttelton Harbour Board,
Christchurch,
1st December, 1964.

ENGINEER-IN-CHIEF'S ANNUAL REPORT FOR 1964

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the work of the Engineer's Department for the year ended 30th September, 1964.

DREDGING

During the year S.D. "Canterbury" was engaged in dredging in the vicinity of the New Works Reclamation and the Inner Harbour. A small quantity was taken from the Entrance Channel. S.D. "Peraki" dredged in the vicinity of the New Works and in the Entrance Channel.

The output of the dredgers is shown in the following table:

	IN SITU TONS AT S.G. 1.68				HOPPER TONS
	Inner Harbour	Channel	New Works	Total	(1) Channel and Inner Harbour (2) New Works
S.D. "PERAKI"	Nil	525,856	831,675	1,357,531	(1) 131,950
S.D. "CANTERBURY"	68,421	486	355,479	424,386	(2) 1,041,445
TOTALS	68,421	526,342	1,187,154	1,781,917	1,173,395

COSTS PER TON IN PENCE

(Total costs include repairs and additions but not interest and depreciation)

	IN SITU TONS			HOPPER TONS		
	Dredging	Depositing	Total	Dredging	Depositing	Total
S.D. "PERAKI"	3.26	7.99	11.25			
S.D. "CANTERBURY"	8.13	23.76	31.89	2.94	8.59	11.53

These costs should be treated with reserve, as the classes of dredging done by the two dredgers have varied considerably. "Canterbury" has carried out a higher proportion of dredging in close proximity to the reclamation where loads are lighter and take longer to lift.

Soundings taken indicate that the minimum depth of water on the line of beacons in the channel turn was 34ft., while on the centre line of the channel the minimum depth was 33ft. below zero of the harbour tide gauge.

Throughout the year G.D. "Te Whaka" has been engaged in dredging the berths in the Inner Harbour and at the New Works wharf and has carried out other services as required. The total quantity of spoil removed was 29,120 tons of which 8,991 tons were dredged from the New Works area. The spoil was deposited at Camp, Gollans and Double Bays and on the eastern side of the Harbour Extension breakwater.

S.D. "PERAKI":

The third annual survey was put in hand on 23rd December, 1963 and the vessel was docked from 31st January, until 20th February. Boilers, hull and all machinery were overhauled. The port side tail shaft was drawn for inspection. The dredging pump impeller shaft was found to be worn and corroded. This was built up and ground true. The hopper door hinge pins and bushes were renewed, a new set of magnesium anodes fitted to the hull, an air compressor installed to facilitate maintenance work while dredging and the hinge pins of the drag head were renewed. On completion of the overhaul requirements of both Lloyds and Marine Department Surveyors dredging was resumed on 17th March.

S.D. "CANTERBURY":

Preparations for the annual survey were put in hand on 4th October and the dredger docked on the 14th October. The starboard tail shaft was drawn for inspection. A total of 78 sq. ft. of plate was renewed in the hull, several small areas of plate were also renewed in the vicinity of hopper door sills and belting was renewed over a length of 56ft. "Canterbury" was floated out of dock on 11th November and dredging resumed on 25th November.

"Canterbury" was again docked from 10th to 18th March to rectify a fault in the port side tail shaft which showed evidence of quite heavy pitting. The shaft was removed and machined and a new stern bush fitted. Work normally done at the half-yearly docking later in the year was attended to during the enforced period in dock. Dredging was resumed on 24th March. In June there was a slight delay caused by the fracture of a sealing ring in the starboard dredging pump.

G.D. "TE WHAKA":

In accordance with the usual practice, the boiler was blown down on 24th December and the vessel laid up for the crew to take their annual leave. On completion of boiler cleaning dredging was resumed on 24th January, 1964.

"Te Whaka" was again withdrawn from service from 5th to 16th March to effect repairs to a combustion chamber where cracks had developed. To save delay later the dredger was docked with S.D. "Canterbury" from 10th to 13th March for half-yearly cleaning and painting.

The annual survey was put in hand on 31st July. The dredging crane was removed for overhaul before the vessel was docked on 18th August. On completion of the underwater survey, which included the withdrawal of the tail shaft, the dredger was floated out of dock on 28th August. The dredging crane was installed and dredging resumed on 18th September.

The development of dry cracks in the combustion chamber into wet cracks prompted the Marine Department to advise that a replacement boiler should be obtained if continued service is required of "Te Whaka". A boiler has been procured and awaits installation at a suitable opportunity.

CRANESHIP "RAPAKI"

The barge was docked for annual survey from 31st January until 20th February. 5 hull plates were renewed having a total area of 268 sq. ft. The craneship was put into commission immediately it was floated out of dock. In April a new hawse pipe was fitted on the starboard side and in May six sets of mooring bits were removed from the deck for inspection and new securing bolts fitted.

TUG "LYTTELTON"

A four-yearly survey was put in hand on 4th May and the tug docked for underwater survey from 15th to 29th May. Repairs were made to bulwarks, towing bow and deck.

TUG "LYTTELTON II"

An interim boiler cleaning was put in hand on 6th November and the tug docked for hull cleaning and painting from 12th to 22nd. "Lyttelton II" was put into commission on 26th November. The annual survey was started on 25th March and the vessel docked from 31st March until 8th April. Repairs and maintenance were of routine character only.

PILOT CUTTER "WAIRANGI"

The annual survey was put in hand on the slipway on 14th November. Some repairs were made to the deck and belting on the starboard side which was renewed over a length of 25ft. All machinery was found in good order requiring only normal maintenance. The cutter was refloated on 25th November and re-commissioned on 29th November. "Wairangi" was slipped for hull cleaning and painting on 15th June and refloated on the same day.

LAUNCHES AND OTHER FLOATING PLANT

Works Launch "ORARI": "Orari" was slipped on 6th December for underwater survey, was refloated on 10th December and on completion of engine overhaul was recommissioned on 23rd January. "Orari" was again slipped for hull cleaning and painting from 23rd to 30th June. Some repairs were made to the fender.

Survey Launch "RUAHINE": Annual survey commenced on 31st January. The hull was stripped before repainting and some repairs were made to belting. The launch was refloated on 24th February. "Ruahine" was again removed from the water to No. 3 Jetty from 5th August to 3rd September to install a new Ruston Rover diesel engine.

Floating Pile Driver: This plant was slipped for overhaul from 23rd December until 14th January after the piling frame had been removed for overhaul on No. 5 Jetty. 4 hardwood frames were renewed in the hull together with 18ft. of planking and 12ft. of timber fendering. Decking was renewed over an area of 45 sq. ft.

WHARF MAINTENANCE

Gladstone Pier West: One high fender pile was removed after being damaged and a new pile driven. A building used as a store for dredger gear was moved to the eastern end of the berth to clear an area for stockpiling Pinus logs for export, a trade ultimately lost to Timaru.

Gladstone Pier Centre: The remains of two high fender piles which had been damaged by a ship were removed. Crane rails were renewed over a length of 208ft.

No. 1 Breastwork: A railway track connecting the south-east end of the breastwork to the railway yard was removed and the redundant truck traverser well decked over. Railway stop blocks were re-built to suit the track alterations.

No. 2 Jetty: During October and November 15 bearing piles were driven and secured under the caps and 10 raking piles were fitted and fastened in position. 9 hanging fenders were refastened and new chafing plates fitted. 50 single span and 10 double span deck beams were renewed. 3 sections of pile cap were removed and new cap timbers fitted. Lower decking was laid over an area of 8,633 sq. ft. and top decking over an area of 17,886 sq. ft. Repair of the jetty was completed on 25th November. Later in the year a small area of 133 sq. ft. of top decking was renewed. 500 ft. of crane rails were removed from the girders which were chipped and painted, rails were renewed over a length of 180 ft., the remainder being refastened.

No. 3 Jetty: Repairs to this jetty were light and consisted of the renewal of lower decking over an area of 307 sq. ft. and top decking over 900 sq. ft. One mooring pile destroyed by a ship was renewed.

No. 4 Jetty: Repairs to the eastern side of the jetty were put in hand in November. 13 bearing piles and one mooring pile were renewed and 8 corbels fitted. 8 caps were renewed together with 52 single span deck beams, 7 hanging fenders, 7 campsheares and 9 chafing plates. Lower decking was strengthened or renewed over an area of 1,350 sq. ft. and top decking renewed over 10,100 sq. ft.

Repair of the eastern half of the jetty was completed in February and work on the western side put in hand, 8 bearing piles, 8 mooring piles and 1 fender pile being renewed. 9 corbels were fitted and 8 sections of pile cap renewed. 44 single span and 18 double span deck beams were renewed together with 7 hanging fenders, 10 campsheares and 17 chafing plates. Lower decking was renewed over an area of 1,845 sq. ft. and top decking over 6,686 sq. ft. All work was completed by May.

No. 5 Jetty: 9 heavy timber rails supporting sheathing timbers were renewed together with 20 vertical sheathing timbers. Top decking was renewed over an area of 167 sq. ft.

No. 6 Jetty: Minor repairs only were required.

Low Level Breastwork: No structural repairs were required, work done consisting of grading the hardfill immediately behind the timber breastwork over a length of 700 ft.

The Grid: Additional timber bearers were fitted and 35 cu. yds. of hardfill placed to level the area between bearers for the benefit of yachtsmen.

Caisson Jetty: This jetty has been used as berthage for fishing vessels and 4 sets of mooring bitts were installed. One damaged mooring pile was extracted and a new mooring head fitted.

Skeleton Wharf: Some repairs were made to the wharf decking which was renewed over an area of 1,386 sq. ft.

Oil Wharf: One new mooring pile was driven and fitted to replace a pile damaged by a ship. Two new weather-proof and flame-proof telephones were installed to replace obsolete equipment.

Outlying Jetties: At Diamond Harbour minor repairs were made. At Ripa Island a set of boat davits was installed.

Graving Dock and Patent Slipway: The pumping machinery was maintained in good order, requiring only routine maintenance. 30 new keel blocks were prepared together with 12 keel block wedges. Two floodlights were installed.

ELECTRIC CRANES, CAPSTANS, MOBILE CRANES AND PLANT

Four diesel mobile cranes were maintained in good order. Three 5 ton Clyde cranes and two 5 ton Wellman cranes were dismantled, fully overhauled and painted in addition to maintenance on all cranes and capstans.

82 new reinforced covers for crane plug boxes were fitted. Channels were cut in the wharf decking to lead the trailing cables from the boxes with the lids closed. These modifications were made to facilitate use of motor transport.

The average number of electric cranes engaged daily at 8 a.m. on working days throughout the year was 19.7 compared with 20.6 for the previous year.

12 Wharf Cranes: The first of the Smith cranes was erected on No. 1 Breastwork between January and April, being then retained for erecting subsequent cranes. During the year five more cranes were assembled and transported to Cashin Quay Wharf.

In addition progress on other cranes was as follows:

Nos. 25686 and 25687 (7th and 8th cranes) 65% completed and No. 25688 (9th crane) 20%.

Six Priestman grabs were delivered.

AIDS TO NAVIGATION

During the year all navigation lights were maintained in good order. The A.G.A. Whistling and Flashing buoy was recharged at its moorings on 7th October and was brought in for overhaul on 16th April being replaced on station by the Londex buoy. The A.G.A. buoy was returned to its station on 11th June. The Londex buoy was cleaned and painted and held ready for service when required.

During the year structural repairs were made to the towers of both channel leading beacons which were also painted.

ELECTRICAL RETICULATION AND SUBSTATIONS

At the Gladstone Pier Substation a 500 K.V.A. transformer and associated switchgear was installed and cabling is proceeding.

Cool Store: The re-insulation of No. 8 room was completed early in the year and ammonia expansion coils installed. The coils in rooms 5A and 8 were tested and the rooms commissioned. Nos. 1 and 2 ammonia condensers were cleaned and painted and ammonia compressors and circulation pumps maintained in good order. Some repairs were necessary to the ceiling of No. 9 room and expansion coils in rooms Nos. 2, 4, 5 and 5A were de-scaled and painted.

An emergency lighting system was installed in all rooms to comply with the requirements of the Labour Department.

BUILDINGS

Routine maintenance was carried out on numerous buildings. Two small offices were built for the use of the Port Employers Association on Gladstone Pier and No. 6 Jetty respectively.

Accommodation in the Mechanical Workshop was provided for the crane maintenance staff. The old workshop was demolished and the new workshop occupied in April.

In September restoration work was put in hand at the new Staff Social Hall, formerly the R.S.A. building.

At Anderson's site concrete footings were poured and preparations made to alter the building to suit the requirements of the Union Steam Ship Company.

NAVAL POINT RECLAMATION

Access tracks were maintained in good order and noxious weeds sprayed and grass cut to reduce the fire hazard.

ROAD MAINTENANCE

Traffic lanes were marked out on the full length of the breastworks from No. 3 Jetty to No. 7 Jetty and double lines on the overbridge to eliminate overtaking. Roads in the vicinity of the Cattle Wharf and also in the vicinity of the N.Z. Shipping Company's Wool Store were topdressed and graded. The widened breastwork between Nos. 6 and 7 Jetties was tar sealed.

HIGH TIDE

An unusually high tide was recorded at 8.20 a.m. on 6th November, 1963, when the tide level reached 9ft. 2in. above gauge zero. The previous low tide level was 1 inch below gauge zero giving a range of 9ft 3in. Excluding the tsunami which occurred in May, 1960, the height and range of this tide was the greatest yet recorded.

MECHANICAL WORKSHOP

This workshop has been kept very busy making ironwork and bolts for wharf construction, in addition to which mechanical plant was overhauled and machining done for cranes, ships and cool stores.

JOINERS' WORKSHOP

This Workshop was kept equally busy making telephone boxes, stretcher boxes, stretcher hoists, stretchers, building joinery, office furniture and joinery for ships.

NEW PLANT

A 5 ton Bedford tip truck was received on 23rd July. A 500 ton hydraulic press with swages for clamping wire ropes by the Talurit process was also put into commission.

EASTERN EXTENSION

RECLAMATION AND BREAKWATER:

Drilling through the rubble fill was carried out at one site. To date 28 bores through the reclamation fill have been made, all of which have shown satisfactory depth of penetration of the rubble fill into the harbour bed. Drilling operations have in the meantime been suspended.

Surveys of reference marks were continued throughout the year to observe the effects of consolidation of the fill and underlying material. In the vicinity of the retaining wall behind the wharf structure, vertical settlement rates as great as one inch each month and horizontal movements of the same magnitude have been measured. The seaward portal foundation blocks of the transit shed have also been subject to movements caused by the consolidation of the

fill and underlying material. In this case up to 7 inches vertical movement and 2 inches horizontal movement occurred in a period of some 8 months since pouring. As such movements were expected the wharf structure, retaining wall and transit shed were so designed as to cope with them and no undue difficulty has been experienced. Tipping has continued from the knuckle of Gladstone Pier subsequent to correction of an initial $\frac{1}{2}$ in. horizontal movement shown by reference marks on the pier. Horizontal movements in a seaward direction of up to 4 inches have been recorded. At the end of the year 290 ft. of embankment had been formed in a direction eastward of the "knuckle".

Eleven settlements were promoted in the "knuckle" embankment at Gladstone Pier. The total number of settlements promoted to date in the reclamation, breakwater and Gladstone Pier embankment is 488.

The inner reclamation area was extended slightly at the western end to accommodate surcharge.

On the breakwater 1,250 cu. yds. of "A" stone and 420 cu. yds. of "B" stone were placed to make good the slight drawdown that had occurred over a period on the seaward slope.

Work on the southern reclamation wall comprised building up from time to time the face to the design slope and the various excavations necessary for the retaining wall and the tieback wall.

Surcharge was removed as far as 1,500 ft. from the breakwater.

BREASTWORK WHARF

256 piles were driven enabling completion of caps to Cap 70 and beams to cap 69. By the end of the year 50 per cent of the berth was completed.

Water reticulation, stormwater drains, roading and lighting were carried forward to meet the requirements of the wharf as far as it was completed.

PLANT

During the year the following plant was purchased:

- 2 International "Pick-up" trucks.
- 1 Hamilton 5 ton mobile crane.
- 14ft. work boat.

QUARRIES:

During the year the following material was quarried and used in the New Works:

Rubble and Hardfill	....	....	....	43,400 cu. yds.
"B" Class Facing Stone	....	....	....	50,000 cu. yds.
"A" Class Facing Stone	....	....	....	2,000 cu. yds.

The total stone to date, 30th September, 1964, used in the New Works was 3,717,400 cu. yds.

9,350 cu. yds. of crushed metal were produced for road metal, making a total to date of 91,150 cu. yds.

In addition to the above, 73,800 cu. yds. of surcharge were removed and replaced in the reclamation, making a total removed to date of 320,800 cu. yds.

TRANSIT SHED:

A contract for construction of the first transit shed was let on 13th September, 1963. By the end of the year 21 of the 24 portal frames were erected complete with purlins and intermediate members and 16 verandah rafters welded in place. Painting was 35% complete.

ACKNOWLEDGMENTS

I wish to thank the Chairman and Members of the Board for their consideration, the other Officers of the Board for their co-operation and the Staff of the Department for their willing efforts at all times.

Yours faithfully,

J. A. CASHIN,

F.R.S.A., M.I.C.E., M.I.Mech.E., F.N.Z.I.E:

Engineer-in-Chief.

Harbour Master's Office,
Lyttelton Harbour Board, Lyttelton,
30th November, 1964.

HARBOUR MASTER'S ANNUAL REPORT

The Chairman,

Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the Harbourmaster's Department for the year ended 30th September, 1964. Last year's figures are given in parenthesis.

SHIPPING

	Vessels	Gross Tonnage
Total number of Vessels and Tonnage for year	1,323 (1,358)	6,460,397 (6,783,284)
Decrease in number of Overseas Vessels and Gross Tonnage	21 (30)	336,830 (284,501)
Increase in number of Inter-Colonial Vessels and Gross Tonnage	8 (12)	16,079 (45,521)
Decrease in number of Coastal Vessels	16 (85)	
Increase in Coastal Gross Tonnage		49,167
Decrease in number of Navy and other Vessels and Gross Tonnage	6	51,303
Overall decrease in number of Vessels and Gross Tonnage	35 (91)	322,887 (220,564)

Piloted vessels arriving or departing direct from or for overseas ports:

Ports	Arrivals	Departures
United Kingdom	1 (1)	14 (9)
Australia	4 (4)	5 (6)
Singapore, Abadam, Curacao, Australia (Tankers)	30 (30)	6 (8)
Fiji	5 (3)	4 (-)
Antarctica	9 (13)	12 (14)
U.S.A.	13 (12)	2 (2)
Nauru and Makatea	14 (14)	
Japan	3	2 (1)
Panama	3 (2)	(1)
South Africa	1	(1)
Hong Kong	1	

VISITS OF NAVAL VESSELS

H.M.N.Z.S. "Rotoiti" 3rd-7th October, 1963.

U.S.S. "Hissem" 13th-14th November, 1963.

H.M.N.Z.S. "Endeavour" 31st December, 1963-6th January, 1964.

H.M.N.Z.S. "Endeavour" 27th January-2nd March, 1964.

H.M.A.S. "Anzac" 28th August, 1964.

U.S.S. "Mills" 20th-21st September, 1964.

TUGS "LYTTELTON" AND "LYTTELTON II"

Both tugs have been thoroughly maintained and are in good order and condition. All towing, fire fighting and salvage equipment is kept in good order and condition.

Coal consumed by the tugs during the period was 927 (1,050) tons.

Summary of work performed:

Overseas vessels assisted in	390 (401)
Overseas vessels assisted out	364 (368)
Overseas vessels assisted to shift	47 (96)
Inter-Colonial vessels assisted	46 (45)
Vessels assisted to Dock	20 (24)

In addition to the above the Tugs shift the Board's plant whenever necessary.

NAVIGATIONAL AIDS

These have been maintained in good order and condition. Main lead beacons, second reach leads, channel extremity beacons, steps at wharves, all wharf ends and rounding moles have been painted. The whistling buoy is operating satisfactorily, being relieved by a buoy obtained for that purpose.

FIRE FIGHTING

Fire fighting drills are carried out by the crews of the Tugs and Pilot Cutter, "Wairangi". Inspections are carried out periodically of all equipment by an officer from the Christchurch Fire Brigade. They have given wonderful service, testing hoses, attaching couplings on hose lengths and have given instructions on smoke helmet usage; the crew of the Tug have been well schooled in this.

GRAVING DOCK AND SLIP

The Dock has accommodated 29 (24) vessels including 10 (10) of the Board's Plant.

The Slip has accommodated 39 (35) vessels including 6 (12) of the Board's plant.

SLIPWAY FOR LAUNCHING OF TRAILER-BORNE CRAFT

This is very popular with the public, many small yachts and speed boats are launched from it during the summer months. This slipway has now been fitted with a cradle and hauling-up machinery for handling trawlers and has been used by Stark Bros., boatbuilders, in conjunction with Lyttelton Engineering Company.

TELEPHONES

Seven slot-telephones are now in use and have proved very successful in stopping excessive toll charges which were at times hard to trace. All phones are in constant use.

"DEEP FREEZE"

These vessels visited the Port during the season to refuel, load cargo and give liberty to the crews.

YACHT MOORINGS

All moorings are occupied and those on the waiting list have been offered moorings at Purau, some have been accepted and will be occupied later in the year.

PILOT CUTTER "WAIRANGI"

This vessel continues to give excellent service and assist many of the smaller vessels to berth.

All equipment is in good order and condition. The "Wairangi" is used to take visiting parties of school children and adult parties on a harbour tour which is all part of the organised tour of the port; many hundreds of school children from all over the South Island and also the North Island take part in this tour.

SIGNAL TOWER

The radio telephone, standby electric plant and all signalling equipment are in good order and condition. This station is a tested meteorological observation point, all instruments are installed by the Meteorological Office and weather observations are taken three times daily and sent to Harewood. I have on hand an anemometer which will shortly be installed so that we will have a record of wind velocities experienced.

PILOT EXEMPTIONS

16 (14) Pilotage Exemptions examinations were held and certificates issued. 10 (14) extensions were issued.

FUEL OIL BUNKERING

139 (155) vessels were bunkered at the Oil Wharf and Cattle Jetty.

CRANESHIP "RAPAKI"

Total number of lifts	373	(401)
Total tonnage of lifts	6,247	(4,327)
Earnings	£12,885	(£8,884)

BREECHES BUOY EXERCISES

These are held every six months with the Timaru Harbour Board at Orari Gorge, the last was held in March but owing to the drought conditions and danger of fire at the gorge during September this exercise was cancelled. All equipment is kept in good order and condition.

ACKNOWLEDGMENTS

I desire to express my appreciation to the Chairman and Members of the Board for their consideration at all times and to express my thanks to the Officers and staff of my Department for their loyalty and assistance throughout the year.

Yours faithfully,

A. R. CHAMPION, Harbour Master.

																£
Balance, 1st October, 1963	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	39,654
Deposits Received	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	4,957
Interest on Fixed Deposits	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	1,387
																<hr/> £45,999

													£	£
Balance to Credit of Fund on 1st October, 1963		203,826
Interest on Investments for Year	8,829	
Less Bank Charges	<u>16</u>	8,813
														<u>£212,639</u>

															£	£
Balance to Credit of Fund on 1st October, 1963		118,058
Transfer from General Cash Account		23,118
Interest on Investments for Year	5,001	
Less Bank Charges	<u>9</u>	
																4,992
																<u>£146,169</u>

[illegible]

													£	£
Balance to Credit of Fund on 1st October, 1963	4,208	91,448
Interest on Investments for Year		
Less Bank Charges	<u>1</u>	<u>4,206</u>
														<u>£95,654</u>

														£	£
Balance to Credit of Fund on 1st October, 1963		76,284
Interest on Investments for Year	3,326	
Less Bank Charges	<u>2</u>	3,323
															<u>£79,608</u>

ACCOUNT

	PAYMENTS																	
																	£	£
Deposits Refunded		8,919
Interest transferred to Harbour Fund																		1,387
Balance at 30th September, 1964—																		
Cash at Bank of New Zealand																	272	
Fixed Deposits	35,420	
																	35,692	35,692
																		£45,999

FUND	CASH	ACCOUNT
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[illegible]

FUND CASH ACCOUNT

														£	£
Expenditure on New Cranes		490
Balance at 30th September, 1964—															
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....	....	85,865	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	59,594	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	219	
														<hr/>	
Amount of Fund at 30th September, 1964	...	....	....	....	....	....	....	....	....	....	....	....	....		145,679
															<hr/> £146,169

RENEWAL FUND CASH ACCOUNT

Balance at 30th September, 1964—														£	£
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....	....	40,160	
Mortgage	....	....	....	....	....	....	....	....	....	....	....	....	....	6,000	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	101,330	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	<u>28</u>	
Amount of Fund at 30th September, 1964	....	....	....	....	....	....	....	....	....	....	....	....	....		147,519
															<u>£147,519</u>

FUND CASH ACCOUNT

Balance at 30th September, 1964—															£	£
Investments at par value in Custody of Bank .....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	94,060	
Fixed Deposits .....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,390	
Cash at Bank of New Zealand .....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	<u>203</u>	
Amount of Fund at 30th September, 1964 .....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		95,654
																<u>£95,654</u>

FUND CASH ACCOUNT

																		£	£
Fire Premia	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		1,353
Balance at 30th September, 1964—																			
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	76,445	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,543	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	265	
Amount of Fund at 30th September, 1964	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		78,254
																			£79,608

VII.—INTEREST

RECEIPTS

Transfer from Loans Repayment Account	£ 1,060
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£1,060

VIII.—PORT DEVELOPMENT

(Under Authority "Lyttelton Harbour

No. 1. 1/7/1956—£250,000. No. 2. Part 1. 1/10/57

No. 2 Part III, 31/7/58—£150,000. No. 3 Part I.

No. 3 Part III. 1/11/1959—£100,000. No. 4 Part 1.

No. 4 Part III. 1/7/1960—£100,000. No. 4 Part IV.

No. 5 Part I. 1/7/1961—£100,000. No. 5 Part II.

No. 6 Part I. 1/7/1962—£300,000. No. 6 Part II.

No. 7 Part II. 1/12/1963—£275,000. No. 8

															£
Balance at 1st October, 1963	....	....	....	....	....	....	....	....	....	....	....	....	....	....	358,533
Proceeds from Sale of Stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	830,306
Sale of Plant, Rubble and Metal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,234

£1,191,073

IX.—MOTOR VEHICLE PARKING AREA AND

(Under Authority "Lyttelton Harbour

£250,000—Issue of

Balance at 1st October, 1963	£ 88,468
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£88,468

X.—INNER HARBOUR MODERNISATION

(Under Authority "Lyttelton Harbour

No. 1 1/8/63—

Balance at 1st October, 1963	£	321,579
Proceeds from Sale of Stock		10,150

£331,729

CASH ACCOUNT

PAYMENTS															
Interest on—															£
£350,000 No. 7 Wharf and Breastworks Loan—															
First Instalment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,060
															<hr/> £1,060 <hr/>

LOAN CASH ACCOUNT

Board Loan and Empowering Act, 1955")

—£100,000. No. 2 Part II. 30/6/58—£250,000.

1/11/1958—£250,000. No. 3 Part II. 1/6/1959—£150,000.

31/12/1959—£100,000. No. 4 Part II. 1/4/1960—£150,000.

1/9/60—£50,000. No. 4 Part V. 1/9/60—£100,000.

1/8/1961—£100,000. No. 5 Part III. 1/3/1962—£300,000.

1/11/1962—£200,000. No. 7 Part 1. 1/10/1963—£225,000

1/5/1964—£275,000. No. 9 Part I. 1/6/1964—£250,000

Expenditure on Harbour Extension for year ended 30th September, 1964														....	....	....	....	....	....	£	£
																					789,094
Balance at 30th September, 1964—																					
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	....	401,949						
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	30						
																					<u>401,979</u>
																					<u>£1,191,073</u>

ELEVATED ROADWAY LOAN 1956 CASH ACCOUNT

Board Empowering Act, 1952")

£175,000, 22/12/59

Balance at 30th September, 1964—	£	£
Fixed Deposits	88,453	
Cash at Bank of New Zealand	15	
	<hr/>	88,468
		<hr/>
		£88,468

LOAN CASH ACCOUNT

Board Loan and Empowering Act, 1962"))

£350,000

Expenditure on Widening of Breastwork between Nos. 6 and 7 Jetties for year ended 30th September, 1964	.... .... .... .... .... .... .... .... .... .... .... .... .... .... ....	£ 134
 Balance at 30th September, 1964—		
 Fixed Deposits	.... .... .... .... .... .... .... .... .... .... .... .... .... .... ....	331,595
		£331,729

XI.—LOANS REPAYMENT
(Under Authority, Section 5, "Lyttelton Harbour

														£	£
Balance as at 1st October, 1963	....	....	....	....	....	....	....	....	....	....	....	....	....		1,066,710
Interest on Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....		56,529
Interest on Investments	....	....	....	....	....	....	....	....	....	....	....	....	....	40,620	
Less Bank Charges, etc.	....	....	....	....	....	....	....	....	....	....	....	....	....	10	
Annual Transfer from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....	....		40,609
Transfer from General Cash Account on account of Harbour Improvement Rate	....	....	....	....	....	....	....	....	....	....	....	....	....		110,630
															148,880

CASH ACCOUNT

Board Loan and Empowering Act, 1955.")

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan, 1952—			
First Instalment £100,000:			
Repayment of Principal	7,000		
Interest Transferred to Interest Account	1,060		
Third Instalment £50,000:			
Repayment of Principal	5,000		
Interest	593		
Fourth Instalment £100,000:			
Repayment of Principal	4,100		
Interest	3,719		
		21,473	
£600,000 Dredge Loan, 1957:			
First Instalment £200,000:			
Repayment of Principal	8,400		
Interest	7,441		
Second Instalment £120,000:			
Repayment of Principal	4,900		
Interest	4,450		
Third Instalment £80,000:			
Interest	1,731		
Fourth Instalment £200,000:			
Interest	10,000		
		36,923	
£4,663,000 Port Development Loan 1956:			
£250,000 Port Development Loan No. 1:			
Repayment of Principal	48,150		
Interest	5,303		
£500,000 Port Development Loan No. 2:			
Part I. £100,000:			
Interest	3,250		
Part II. £250,000:			
Repayment of Principal	9,614		
Interest	10,303		
Part III. £150,000:			
Repayment of Principal	33,490		
Interest	7,500		
£500,000 Port Development Loan No. 3:			
Part I. £250,000:			
Interest	12,500		
Part II. £150,000:			
Interest	7,500		
Part III. £100,000:			
Repayment of Principal	10,000		
Interest	3,212		
£500,000 Port Development Loan No. 4:			
Part I. £100,000:			
Interest	5,000		
Part II. £150,000:			
Interest	7,500		
Part III. £100,000:			
Interest	5,000		
Part IV. £50,000:			
Repayment of Principal	1,221		
Interest	2,260		
Part V. £100,000:			
Interest	4,878		
£500,000 Port Development Loan No. 5:			
Part I. £100,000:			
Repayment of Principal	1,146		
Interest	4,892		
Part II. £100,000:			
Interest	5,129		
Part III. £300,000:			
Repayment of Principal	20,000		
Interest	14,170		
£500,000 Port Development Loan No. 6:			
Part I. £300,000:			
Repayment of Principal	20,000		
Interest	14,769		
Part II. £200,000:			
Repayment of Principal	2,300		
Interest	10,411		
£500,000 Port Development Loan No. 7:			
Part I. £225,000:			
Interest	11,063		
Part II. £275,000:			
Interest	3,822		
£275,000 Port Development Loan No. 8:			
Interest	487		
		284,878	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956:			
Issue of £175,000:			
Repayment of Principal	3,000		
Interest	8,260		
		11,260	
£2,500,000 Inner Harbour Modernisation Loan, 1962:			
£350,000 Instalment No. 1:			
Interest		17,500	
			372,036
Balance as at 30th September, 1964:			
Investments at par value in custody of Bank		864,140	
Fixed Deposits		187,075	
Cash at Bank of New Zealand		109	
			1,051,324
			£1,423,360

XII.—LOANS REPAYMENT

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan—			
Repayment of Principal	16,100		
Interest	5,373	21,473	
£600,000 Dredge Loan—			
Repayment of Principal	13,300		
Interest	23,623	36,923	
£4,663,000 Port Development Loan, Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9			
Repayment of Principal	145,922		
Interest	138,955	284,878	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan—			
Repayment of Principal	3,000		
Interest	8,260	11,260	
£2,500,000 Inner Harbour Modernisation Loan—			
Instalment No. 1:			
Interest		17,500	372,036
Balance as at 30th September, 1964			1,051,324
			<u>£1,423,360</u>

XIII.—STATEMENT

ACCOUNTS	DR. £
Harbour Fund General Account	361,561
Contractors' Deposit Account	35,692
Special Renewal Fund Account	212,639
Special Crane Renewal Fund Account	145,679
Special Floating Plant Renewal Fund Account	147,519
Special Accident Insurance Fund Account	95,654
Special Fire Insurance Fund Account	78,254
Port Development Loan Account	401,979
Motor Vehicle Parking Area and Elevated Roadway Loan Account	88,468
Inner Harbour Modernisation Loan Account	331,595
Loans Repayment Account	1,051,324
	<u>£2,950,370</u>

OF BALANCES

	BANK, ETC.	£	CR. £
Harbour Fund General Account—			
Cash at Bank of New Zealand	17,288	
Cash on Hand	30	
Add Investments	<u>454,100</u>	
Less Unpresented Cheques	<u>471,418</u>	
		109,856	361,561
Contractors' Deposit Account—			
Cash at Bank of New Zealand	272	
Add Investments	<u>35,420</u>	
			35,692
Special Renewal Fund—			
Cash at Bank of New Zealand	267	
Add Investments	<u>212,372</u>	
			212,639
Special Crane Renewal Fund—			
Cash at Bank of New Zealand	219	
Add Investments	<u>145,459</u>	
			145,679
Special Floating Plant Renewal Fund—			
Cash at Bank of New Zealand	28	
Add Investments	<u>147,490</u>	
			147,519
Special Accident Insurance Fund—			
Cash at Bank of New Zealand	203	
Add Investments	<u>95,450</u>	
			95,654
Special Fire Insurance Fund—			
Cash at Bank of New Zealand	265	
Add Investments	<u>77,988</u>	
			78,254
Port Development Loan Account—			
Cash at Bank of New Zealand	30	
Add Investments	<u>401,949</u>	
			401,979
Motor Vehicle Parking Area and Elevated Roadway Loan Account—			
Cash at Bank of New Zealand	15	
Add Investments	<u>88,453</u>	
			88,468
Inner Harbour Modernisation Loan Account—			
Investments		331,595
Loans Repayment Account—			
Cash at Bank of New Zealand	109	
Add Investments	<u>1,051,215</u>	
			1,051,324
			£2,950,370

LYTTELTON

XIV.—Statement of Income and Expenditure

REVENUE

Year Ended 30/9/63	EXPENDITURE										£	£
£	4,543	Accident Insurance, Claims and Premia	....	....	....	....	....	....	....	....	£	4,709
	1,101	Assembly Rooms, Employees	....	....	....	....	....	....	....	....		1,593
	600	Chairman's Honorarium	....	....	....	....	....	....	....	....		600
	13,491	Craneship "Rapaki" ....	....	....	....	....	....	....	....	....		15,830
	7,132	Dredge "Canterbury"	....	....	....	....	....	....	....	....		6,203
	25,208	Dredge "Peraki"	....	....	....	....	....	....	....	....		27,101
	18,732	Dredge "Te Whaka"	....	....	....	....	....	....	....	....		11,255
	4,975	Election Expenses	....	....	....	....	....	....	....	....		—
	15,927	Electrical Department	....	....	....	....	....	....	....	....		15,895
	1,043	Electric Capstans	....	....	....	....	....	....	....	....		1,004
	86,000	Electric Cranes	....	....	....	....	....	....	....	....		119,202
	93,082	Engineer's Department	....	....	....	....	....	....	....	....		89,874
	9,013	General Administration Expenses	....	....	....	....	....	....	....	....		12,010
		Grants Authorised—										
125		Canterbury Progress League	....	....	....	....	....	....	....	....	200	
600		Christchurch Metropolitan Fire Board	....	....	....	....	....	....	....	....	600	
175		Harbours' Association of New Zealand	....	....	....	....	....	....	....	....	175	
10		Health Stamps Campaign	....	....	....	....	....	....	....	....	10	
50		Lyttelton Harbour Board Employees' Social Club	....	....	....	....	....	....	....	....	50	
550		New Zealand Harbour Boards' Industrial Union of Employers	....	....	....	....	....	....	....	....	550	
10		New Zealand Foundation for the Blind	....	....	....	....	....	....	....	....	10	
7		South Island Local Bodies' Association	....	....	....	....	....	....	....	....	7	
	1,528											1,603
	6,996	Graving Dock	....	....	....	....	....	....	....	....		7,609
	25,666	Harbourmaster's Department	....	....	....	....	....	....	....	....		26,916
	22,312	Holiday Pay	....	....	....	....	....	....	....	....		20,652
	1,451	Legal Expenses	....	....	....	....	....	....	....	....		289
	907	Loan Flotation Expenses, etc.	....	....	....	....	....	....	....	....		1,139
	1,294	Mobile Cranes	....	....	....	....	....	....	....	....		2,240
	1,371	Patent Slip	....	....	....	....	....	....	....	....		1,306
	7,404	Pilot Launch	....	....	....	....	....	....	....	....		7,383
		Public Revenues Act Expenditure—										
10		Boy Scouts Association	....	....	....	....	....	....	....	....	10	
100		British Sailors' Society	....	....	....	....	....	....	....	....	100	
—		Canterbury A. & P. Association	....	....	....	....	....	....	....	....	50	
10		Lyttelton Free Kindergarten	....	....	....	....	....	....	....	....	10	
10		Lyttelton Plunket Society	....	....	....	....	....	....	....	....	10	
5		Royal Humane Society	....	....	....	....	....	....	....	....	5	
60		St. John Ambulance Association	....	....	....	....	....	....	....	....	60	
25		South Island Publicity Association	....	....	....	....	....	....	....	....	25	
15		Sumner Lifeboat Institution	....	....	....	....	....	....	....	....	15	
20		Workers' Educational Association	....	....	....	....	....	....	....	....	20	
5		Young Men's Christian Association	....	....	....	....	....	....	....	....	5	
—		2nd Australasian Conference on Hydraulics and Fluid Mechanics	....	....	....	....	....	....	....	....	50	
853		Entertainments, Memorial Wreaths and Sundries	....	....	....	....	....	....	....	....	526	
	1,115											888
	2,976	Retiring Allowances	....	....	....	....	....	....	....	....		2,518
	44,995	Secretary's Department	....	....	....	....	....	....	....	....		44,730
	2,995	Sick Pay	....	....	....	....	....	....	....	....		2,838
	12,265	Stores, Butter, Cheese, etc.	....	....	....	....	....	....	....	....		7,949
	6,317	Stores, General and Grain	....	....	....	....	....	....	....	....		6,332
	2,842	Supplies Store	....	....	....	....	....	....	....	....		2,583
	7,242	Superannuation Fund and Insurance Contributions	....	....	....	....	....	....	....	....		8,816
	2,401	Telephones, Rentals and Maintenance	....	....	....	....	....	....	....	....		2,481
	2,004	Travelling Expenses	....	....	....	....	....	....	....	....		1,951
	44,819	Tugs "Lyttelton" and "Lyttelton II"	....	....	....	....	....	....	....	....		46,967
	5,036	Watchtower on Gladstone Pier	....	....	....	....	....	....	....	....		5,097
70,014		Depreciation	....	....	....	....	....	....	....	....	70,801	
7,784		Less Funded	....	....	....	....	....	....	....	....	7,784	
	62,230											63,017
	137,539	Balance Transferred to Appropriation Account	....	....	....	....	....	....	....	....		133,690
	£684,570											£704,287

APPROPRIATION

1963	£		£
162,947		Capital Provided from Revenue	22,570
23,118		Transfer to Special Crane Renewal Fund	23,118
110,630		Transfer to Loans Repayment Account	110,630
	£296,696		£156,319

HARBOUR BOARD

for the year ended 30th September, 1964

ACCOUNT

Year Ended 30/9/63	INCOME												£
65,640	Berthage	....	....	....	....	....	....	....	....	....	....	....	72,821
3,296	Coir Springs	....	....	....	....	....	....	....	....	....	....	....	2,937
15,771	Electric Light Charges	....	....	....	....	....	....	....	....	....	....	....	13,784
2,292	Fenders	....	....	....	....	....	....	....	....	....	....	....	2,145
137	Fines and Penalties	....	....	....	....	....	....	....	....	....	....	....	209
6,737	Graving Dock Charges	....	....	....	....	....	....	....	....	....	....	....	5,871
8,884	Hire of Craneship "Rapaki"	....	....	....	....	....	....	....	....	....	....	....	12,885
94,822	Hire of Electric Cranes	....	....	....	....	....	....	....	....	....	....	....	99,249
11,060	Hire of Mobile Cranes	....	....	....	....	....	....	....	....	....	....	....	11,131
1,382	Hire of Pilot Launch	....	....	....	....	....	....	....	....	....	....	....	1,095
377	Hire of Plant	....	....	....	....	....	....	....	....	....	....	....	746
1,832	Interest	....	....	....	....	....	....	....	....	....	....	....	1,465
586	Licenses	....	....	....	....	....	....	....	....	....	....	....	594
540	Patent Slip Charges	....	....	....	....	....	....	....	....	....	....	....	780
65,498	Pilotage	....	....	....	....	....	....	....	....	....	....	....	58,395
50	Pilotage Exemption Certificates	....	....	....	....	....	....	....	....	....	....	....	55
59,143	Port Charges	....	....	....	....	....	....	....	....	....	....	....	53,417
26,791	Rents	....	....	....	....	....	....	....	....	....	....	....	27,393
195	Sale of By-Laws and Specifications	....	....	....	....	....	....	....	....	....	....	....	20
3,519	Ships' Lines	....	....	....	....	....	....	....	....	....	....	....	3,236
9,034	Storage Charges, Butter, Cheese, etc.	....	....	....	....	....	....	....	....	....	....	....	9,296
5,947	Storage Charges, Grain and General	....	....	....	....	....	....	....	....	....	....	....	5,342
872	Telephone Charges	....	....	....	....	....	....	....	....	....	....	....	1,025
33,981	Towage	....	....	....	....	....	....	....	....	....	....	....	30,457
265,114	Wharfage on Goods	....	....	....	....	....	....	....	....	....	....	....	288,877
1,055	Yacht and Fishing Boat Mooring Fees, etc.	....	....	....	....	....	....	....	....	....	....	....	1,051

£684,570

£704,287

ACCOUNT

1963												£
137,539	Balance transferred from Revenue Account	....	....	....	....	....	....	....	....	....	....	133,690
275	Sale of Timber x No. 7 Jetty and Breastworks	....	....	....	....	....	....	....	....	....	....	—
4,000	Share of Cost of Centennial Hall, Waterfront Industry Commission	....	....	....	....	....	....	....	....	....	....	2,000
124,880	Transfer from Special Crane Renewal Fund on account of New Cranes	....	....	....	....	....	....	....	....	....	....	490
30,001	Balance being Excess of Expenditure over Income for year	....	....	....	....	....	....	....	....	....	....	20,138

£296,696

£156,319

XV.—BALANCE SHEET AS AT

LIABILITIES												
Year ended 30/9/63												
£	£	Capital—								£	£	£
	3,579,770	Public Debt as per Statement No. XVI.	....	....	....	....	....	....	....	4,241,903	
799,187		Loan Repayment Reserve	....	....	....	....	....	....	....	943,299	
144,111		Add Repayments during year	....	....	....	....	....	....	....	178,322	
	943,299										1,121,622	
1,485,244		Capital Provided from Revenue as at 1st October, 1963	....	....						1,648,191	
162,947		Add Transfer from Appropriation Account	....	....	....	....	....	....	....	22,570	
	1,648,191										1,670,762	
	6,171,261										7,034,288	
Special Reserve Funds—												
91,448		Accident Insurance Fund	....	....	....	....	....	....	....	95,654	
118,058		Crane Renewal Fund	....	....	....	....	....	....	....	145,679	
76,284		Fire Insurance Fund	....	....	....	....	....	....	....	78,254	
141,188		Floating Plant Renewal Fund	....	....	....	....	....	....	....	147,519	
203,826		Renewal Fund	....	....	....	....	....	....	....	212,639	
	630,807										679,747	
1,066,710		Loans Repayment Account	....	....	....	....	....	....	....		1,051,324
Current Liabilities—												
39,654		Contractors' Deposits	....	....	....	....	....	....	....	35,692	
27,665		Sundry Creditors	....	....	....	....	....	....	....	34,017	
856		Payments in Advance	....	....	....	....	....	....	....	106	
134		Unclaimed Moneys	....	....	....	....	....	....	....	134	
£68,309		Deducted as per Contra	....	....	....	....	....	....	....	£69,950	

30th SEPTEMBER, 1964

ASSETS												
Year ended 30/9/63												
£	£	Capital Assets—								£	£	£
	4,825,387	Value as at 1st October, 1963	....	....	....	....	....	....	....	5,402,680	
	577,292	Add Additions, 1964	....	....	....	....	....	....	....	809,564	
	<u>5,402,680</u>									<u>6,212,244</u>		
589,912		Deduct Depreciation 1949/63	....	....	....	....	....	....	652,143		
62,230		Depreciation 1964	....	....	....	....	....	....	63,017		
	652,143								<u>715,160</u>			
	4,750,537	Value as at 30th September, 1964	....	....	....	....	....	....		<u>5,497,084</u>	
Special Reserve Fund Investments—												
91,448		Accident Insurance Fund	....	....	....	....	....	....	....	95,654	
118,058		Crane Renewal Fund	....	....	....	....	....	....	....	145,679	
76,284		Fire Insurance Fund	....	....	....	....	....	....	....	78,254	
141,188		Floating Plant Renewal Fund	....	....	....	....	....	....	....	147,519	
203,826		Renewal Fund	....	....	....	....	....	....	....	212,639	
	630,807									<u>679,747</u>		
	1,066,710	Loans Repayment Account	....	....	....	....	....	....	....		1,051,324
358,533		Port Development Account	....	....	....	....	....	....	....	401,979	
88,468		Motor Vehicle Parking Area and Elevated Roadway Loan	....	....	....	....	....	....	....	88,468	
321,579		Inner Harbour Modernisation Loan	....	....	....	....	....	....	....	331,595	
	768,581									<u>822,043</u>		
Current Assets—												
30		Cash on Hand	....	....	....	....	....	....	....	30	
308,041		Harbour Fund General Account	....	....	....	....	....	....	....	361,531	
39,654		Contractors' Deposit Account	....	....	....	....	....	....	....	35,692	
87,777		Sundry Debtors	....	....	....	....	....	....	....	91,080	
172,676		Stock, Timber and General Stores	....	....	....	....	....	....	....	164,365	
	608,180									652,700		
68,309		Deduct Current Liabilities as per contra	....	....	....	....	....	....	....	69,950	
	539,870									<u>582,749</u>		
Appropriation Account—												
82,271		Balance as at 1st October, 1963	....	....	....	....	....	....	....	112,272	
30,001		Add Balance for year ended 30th September, 1964	....	....	....	....	....	....	....	20,138	
	112,272									<u>132,411</u>		
<u>£7,868,779</u>											<u>£8,765,359</u>	

I hereby certify that the foregoing Accounts and Balance Sheet were examined and adopted by the Lyttelton Harbour Board at a Special Meeting of the Board held at Christchurch on 2nd June, 1965.

(Signed) A. A. MACFARLANE,
Chairman.

XVI.—STATEMENT OF PUBLIC DEBT

LOAN	Interest	Amount Authorised	Amount Raised	Amount Repaid	Balance Outstanding	Maturity Date	Particulars of Repayment
£350,000 No. 7 Wharf and Breastworks Loan, 1952 (Lyttelton Harbour Board Empowering Act, 1951)							
First Instalment	4 %	300,000	100,000	77,000	23,000	1. 2.1968	Annual Redemptions of £7,000.
Second Instalment	4 %		50,000	50,000	...	1. 9.1963	Annual Redemptions of £5,000.
Third Instalment	4½%		50,000	40,000	10,000	1. 3.1966	Annual Redemptions of £5,000.
Fourth Instalment	4½%		100,000	26,800	73,200	1.11.1976	Half-yearly Instalments of Principal & Interest.
£600,000 Dredge Loan, 1957 (Lyttelton Harbour Board Loan Act, 1956)		600,000					
First Instalment	4½%		200,000	53,700	146,300	1. 2.1977	Half-yearly Instalments of Principal & Interest.
Second Instalment	4½%		120,000	32,400	87,600	31.12.1976	Half-yearly Instalments of Principal & Interest.
Third Instalment	4½%		18,330	18,330	...	31. 5.1962	Repaid on Maturity Date.
Fourth Instalment	4½%		26,750	26,750	...	31. 5.1962	Repaid on Maturity Date.
	4½%		3,600	...	3,600	31. 5.1965	Repayable on Maturity Date.
	5 %		26,620	...	26,620	31. 5.1965	Repayable on Maturity Date.
	4½%		4,700	...	4,700	31. 5.1969	Repayable on Maturity Date.
	5 %		200,000	...	200,000	1. 8.1987	Repayable on Maturity Date.
£4,663,000 Port Development Loan, 1956 (Lyttelton Harbour Board Loan and Empowering Act, 1955)		4,025,000					
First Instalment, £250,000 (No. 1), 1956	4½%		77,350	74,650	2,700	1. 7.1966	Repayable on Maturity Date.
	4½%		69,900	69,900	...	1. 7.1961	Repaid on Maturity Date.
	4½%		43,500	43,500	...	1. 7.1964	Repaid on Maturity Date.
	4½%		59,250	59,250	59,250	1. 7.1968	Repayable on Maturity Date.
Second Instalment, £500,000 (No. 2), 1957	5 %		35,000	35,000	...	30. 9.1963	Repaid on Maturity Date.
	5 %		55,000	...	55,000	30. 9.1967	Repayable on Maturity Date.
	5 %		10,000	10,000	10,000	30. 9.1992	Repayable on Maturity Date.
	5 %		250,000	51,168	198,831	30. 6.1978	Half-yearly Instalments of Principal & Interest.
	5 %		33,490	33,490	...	31. 7.1964	Repaid on Maturity Date.
	5 %		106,350	...	106,350	31. 7.1968	Repayable on Maturity Date.
	5 %		10,160	...	10,160	31. 7.1978	Repayable on Maturity Date.
	5 %		80,000	...	80,000	1.11.1964	Repayable on Maturity Date.
Third Instalment, £500,000 (No. 3), 1958	5 %		118,400	...	118,400	1.11.1968	Repayable on Maturity Date.
	5 %		51,600	...	51,600	1.11.1978	Repayable on Maturity Date.
	5 %		50,000	...	50,000	1. 6.1965	Repayable on Maturity Date.
	5 %		77,170	...	77,170	1. 6.1969	Repayable on Maturity Date.
	5 %		22,830	...	22,830	1. 6.1979	Repayable on Maturity Date.
	4½%		50,000	40,000	10,000	1.11.1969	Annual Redemptions of £10,000.
	5 %		50,000	...	50,000	...	Repayable on Maturity Date.
Fourth Instalment, £500,000 (No. 4), 1959	5 %		33,000	...	33,000	31.12.1965	Repayable on Maturity Date.
	5 %		65,650	...	65,650	31.12.1969	Repayable on Maturity Date.
	5 %		1,350	...	1,350	31.12.1979	Repayable on Maturity Date.
	5 %		50,000	...	50,000	1. 4.1966	Repayable on Maturity Date.
	5 %		57,950	...	57,950	1. 4.1970	Repayable on Maturity Date.
	5 %		42,050	...	42,050	1. 4.1980	Repayable on Maturity Date.
	5 %		33,000	...	33,000	1. 7.1966	Repayable on Maturity Date.
	5 %		47,000	...	47,000	1. 7.1970	Repayable on Maturity Date.
	5 %		20,000	...	20,000	1. 7.1980	Repayable on Maturity Date.
	4½%		50,000	4,551	45,448	1. 9.1985	Half-yearly Instalments of Principal & Interest.
	4½%		20,000	...	20,000	1. 9.1966	Repayable on Maturity Date.
	4½%		77,000	...	77,000	1. 9.1970	Repayable on Maturity Date.
	5 %		39,310	...	3,000	1. 9.1970	Repayable on Maturity Date.
	5½%		10,690	...	39,310	1. 7.1971	Repayable on Maturity Date.
Fifth Instalment £500,000 (No. 5), 1961	5 %		50,000	3,276	10,690	1. 7.1971	Repayable on Maturity Date.
	5½%		98,160	...	46,723	1. 7.1986	Half-yearly Instalments of Principal & Interest.
	5½%		100	...	98,160	1. 8.1971	Repayable on Maturity Date.
	5½%		1,740	...	100	1. 8.1981	Repayable on Maturity Date.
	5½%			...	1,740	1. 8.1971	Repayable on Maturity Date.

	5½%		20,000	20,000	....	1. 3.1963	Repaid on Maturity Date.
	5½%		20,000	20,000	....	1. 3.1964	Repaid on Maturity Date.
	5½%		....	19,850	19,850	1. 3.1965	Repayable on Maturity Date.
	5½%		....	20,000	20,000	1. 3.1966	Repayable on Maturity Date.
	5½%		....	18,000	18,000	1. 3.1967	Repayable on Maturity Date.
	5½%		....	109,470	109,470	1. 3.1968	Repayable on Maturity Date.
	5½%		....	16,500	16,500	1. 3.1969	Repayable on Maturity Date.
	5½%		....	11,850	11,850	1. 3.1970	Repayable on Maturity Date.
	5½%		....	62,830	62,830	1. 3.1972	Repayable on Maturity Date.
	5½%		....	1,500	1,500	1. 3.1977	Repayable on Maturity Date.
Sixth Instalment £500,000 (No. 6), 1962	5½%		20,000	20,000	....	1. 7.1963	Repaid on Maturity Date.
	5½%		20,000	20,000	....	1. 7.1964	Repaid on Maturity Date.
	5½%		20,000	20,000	20,000	1. 7.1965	Repayable on Maturity Date.
	5½%		20,000	20,000	20,000	1. 7.1966	Repayable on Maturity Date.
	5½%		20,000	20,000	20,000	1. 7.1967	Repayable on Maturity Date.
	5½%		20,000	20,000	20,000	1. 7.1968	Repayable on Maturity Date.
	5½%		20,000	20,000	20,000	1. 7.1969	Repayable on Maturity Date.
	5½%		20,000	19,910	19,910	1. 7.1970	Repayable on Maturity Date.
	5½%		....	4,700	4,700	1. 7.1971	Repayable on Maturity Date.
	5½%		....	115,290	115,290	1. 7.1972	Repayable on Maturity Date.
	5½%		....	100	100	1. 7.1974	Repayable on Maturity Date.
	5½%		....	20,000	20,000	1. 7.1992	Repayable on Maturity Date.
	5½%		....	60,000	60,000	1.11.1967	Repayable on Maturity Date.
	5½%		....	89,500	89,500	1.11.1972	Repayable on Maturity Date.
	5½%		....	500	500	1.11.1977	Repayable on Maturity Date.
	5½%		3,405	50,000	46,594	1.11.1977	Annual Instalments of Principal and Interest.
Seventh Instalment £500,000 (No. 7), 1963	5½%		....	173,850	173,850	1.10.1973	Repayable on Maturity Date.
	5½%		....	50,000	50,000	1.10.1974	Repayable on Maturity Date.
	5½%		....	650	650	1.10.1975	Repayable on Maturity Date.
	5½%		....	500	500	1.10.1983	Repayable on Maturity Date.
	5½%		....	215,450	215,450	1.12.1973	Repayable on Maturity Date.
	5½%		....	27,950	27,950	1.12.1974	Repayable on Maturity Date.
	5½%		....	2,900	2,900	1.12.1979	Repayable on Maturity Date.
	5½%		....	2,300	2,300	1.12.1983	Repayable on Maturity Date.
	5½%		....	100	100	1.12.1986	Repayable on Maturity Date.
	5½%		....	26,300	26,300	1.12.1988	Repayable on Maturity Date.
Eighth Instalment £275,000 (No. 8), 1963	5½%		....	92,126	92,126	15. 2.1989	Half-yearly Instalments of Principal & Interest. (1st Repayment of Principal on 15.2.1968).
Ninth Instalment £500,000 (No. 9), 1964	5½%		....	250,000	250,000	1. 6.1974	Repayable on Maturity Date.
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956 (Lyttelton Harbour Board Empowering Act, 1952)	5 %	175,000	11,300	175,000	163,700	22.12.1989	Annual Instalments of Principal and Interest.
£2,500,000 Inner Harbour Modernisation Loan, 1962: (Lyttelton Harbour Board Loan and Empowering Act, 1962)	5½%	350,000	....	50,000	50,000	1. 8.1969	Repayable on Maturity Date.
Instalment No. 1, 1963, £350,000	5½%		....	274,900	274,900	1. 8.1973	Repayable on Maturity Date.
	5½%		....	1,100	1,100	1. 8.1978	Repayable on Maturity Date.
	5½%		....	24,000	24,000	1. 8.1983	Repayable on Maturity Date.
		£5,450,000	£775,222	£5,017,126	£4,241,903		

XVII.—SHIPPING RETURN

Arrivals in the Inner Harbour at the Port of Lyttelton during the 76 Years and 9 Months ended 30th September, 1964.

YEAR	COASTAL		INTERCOLONIAL		FOREIGN		TOTAL	
	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net
1888	1,402	238,382	215	215,540	83	148,765	1,700	602,687
1889	1,433	249,848	256	249,931	75	124,172	1,764	623,951
1890	1,334	234,857	216	260,270	84	156,782	1,634	651,909
1891	1,327	246,421	236	256,642	81	189,248	1,644	692,311
1892	1,267	251,649	215	252,693	103	227,632	1,585	731,974
1893	1,178	303,061	224	252,550	88	187,888	1,490	743,499
1894	1,156	336,620	251	273,746	78	191,357	1,485	801,723
1895	1,179	360,830	253	299,904	96	243,502	1,528	904,236
1896	1,199	353,969	248	292,493	83	223,519	1,530	869,981
1897	1,162	407,887	235	300,312	84	228,756	1,481	936,955
1898	1,141	399,992	237	338,501	69	194,178	1,447	932,671
1899	1,145	515,179	243	371,626	107	298,193	1,495	1,184,998
1900	1,084	496,996	212	335,119	102	352,012	1,418	1,184,127
1901	1,088	614,480	267	425,578	128	407,313	1,483	1,447,371
1902	1,194	673,098	258	420,488	114	401,379	1,566	1,494,965
1903	1,167	656,241	254	452,480	124	513,492	1,545	1,622,213
1904	1,218	711,267	241	452,467	125	516,180	1,584	1,679,914
1905	1,310	811,707	237	446,347	126	548,379	1,673	1,806,433
1906	1,324	849,391	253	511,938	136	593,247	1,713	1,954,576
1907	1,226	881,256	235	497,337	127	534,895	1,588	1,913,488
1908	1,274	943,389	251	546,497	142	589,653	1,667	2,079,539
1909	1,453	989,164	223	490,669	157	651,145	1,833	2,130,978
1910	1,841	1,092,016	189	411,844	146	651,499	2,176	2,155,359
1911	1,858	940,149	236	457,981	171	738,921	2,265	2,137,051
1912	1,905	1,004,832	229	512,035	155	728,861	2,289	2,245,728
1913	1,779	922,249	235	549,574	134	596,215	2,148	2,068,038
1914	1,634	939,126	286	605,844	155	650,825	2,075	2,195,795
1915	2,022	951,160	233	454,660	134	564,673	2,389	1,970,493
1916	1,862	837,422	152	289,464	111	506,349	2,125	1,633,235
1917	1,759	743,853	136	254,737	88	404,868	1,983	1,403,458
1918	1,704	737,435	82	147,141	55	244,324	1,841	1,128,900
1919	1,730	764,215	85	161,005	74	352,982	1,889	1,278,202
1920	1,171	749,208	142	259,576	110	521,813	1,423	1,530,579
1921	1,145	693,879	151	220,637	141	602,461	1,437	1,516,977
1922	1,244	733,703	127	192,847	145	699,459	1,516	1,626,009
1923	1,321	832,767	98	179,949	177	837,498	1,596	1,850,214
1924	1,282	814,366	93	187,772	177	865,876	1,552	1,868,014
1925	1,275	857,733	82	164,605	198	899,399	1,555	1,921,737
1926*	1,017	697,529	59	131,614	150	704,491	1,226	1,533,634
1927	1,363	924,881	72	146,985	175	830,199	1,610	1,902,065
1928	1,378	921,645	49	103,804	183	886,781	1,610	1,912,230
1929	1,368	955,622	57	106,612	185	921,337	1,610	1,983,571
1930	1,427	942,448	55	110,911	191	976,821	1,673	2,030,180
1931	1,239	914,248	57	93,216	179	927,528	1,475	1,934,992
1932	1,103	1,001,392	57	68,419	157	825,197	1,317	1,895,008
1933	1,112	1,023,694	61	69,885	176	910,370	1,349	2,003,949
1934	1,212	1,036,187	63	78,103	166	829,162	1,441	1,943,952
1935	1,173	1,000,147	79	116,162	173	896,553	1,425	2,012,862
1936	1,369	986,360	71	118,290	195	987,830	1,635	2,092,480
1937	1,346	1,012,903	73	131,963	203	1,044,582	1,622	2,189,448
1938	1,228	1,020,109	67	119,995	210	1,071,049	1,505	2,211,153
1939	1,235	1,027,166	67	120,904	197	1,005,427	1,499	2,153,497
1940	1,105	1,013,779	61	90,516	150	823,511	1,316	1,927,806
1941	989	930,507	48	65,366	86	403,674	1,123	1,399,547
1942	811	801,012	41	63,388	82	421,460	934	1,285,860
1943	717	817,374	44	63,337	98	440,596	859	1,321,307
1944	652	796,580	32	42,370	87	385,877	771	1,224,827
1945	655	807,806	32	45,437	70	348,190	757	1,201,433
1946	595	718,810	29	40,872	123	656,864	747	1,416,546
1947	644	982,387	26	34,196	153	757,791	823	1,774,374
1948	608	1,053,938	22	29,003	166	799,779	796	1,882,720
1949	687	1,065,065	31	39,484	165	798,429	883	1,902,978
1950	670	1,066,088	26	32,977	178	862,176	874	1,961,241
1951	555	971,630	17	19,106	161	789,276	733	1,780,012
1952	684	1,121,891	32	45,203	227	1,115,425	943	2,282,519
1953	825	1,144,060	57	93,586	190	926,716	1,072	2,164,362
1954	835	1,325,438	62	104,623	211	1,083,405	1,108	2,513,466
1955	802	1,293,426	66	114,029	215	1,060,758	1,083	2,468,213
1956	798	1,287,833	79	131,187	257	1,306,839	1,134	2,725,859
1957	803	1,280,976	77	130,423	251	1,256,709	1,131	2,668,108
1958	857	1,301,533	83	143,004	291	1,410,720	1,231	2,855,257
1959	896	1,327,325	81	123,077	320	1,538,896	1,297	2,989,298
1960	856	1,294,161	72	116,911	351	1,693,420	1,279	3,104,492
1961	717	1,270,825	95	147,694	373	1,766,805	1,185	3,185,324
1962	897	1,333,079	77	118,097	437	2,152,598	1,411	3,603,774
1963	812	1,325,563	89	142,340	407	1,987,443	1,308	3,455,346
1964	796	1,354,720	97	151,260	386	1,808,498	1,279	3,314,478

Exclusive of H.M. Warships and Transports, Survey and Exploration Vessels.

*9 Months

XVIII.—Port of Lyttelton—Tonnage Statistics of Cargo Passing over Wharves during Twelve Months ended 30th September, 1964.

NATURE OF CARGO	DETAILS OF TONNAGE										CLASSIFIED TOTALS OF TONNAGE				
	Inwards		Transshipments				Outwards		Totals for Twelve Months	Total Coastal In and Out	Total Overseas In and Out	Total Inwards Tonnage	Total Outwards Tonnage	Total Transshipments	
	Coastal	Overseas	Coastal to Coastal	Overseas to Coastal	Coastal to Overseas	Overseas to Overseas	Coastal	Overseas							
															Tons
Beans and Peas	8	7	...	...	...	...	863	8,317	9,195	871	8,324	15	9,180	...
Butter	96	...	...	...	...	...	3	152	251	99	152	96	155	...
Cement	899	405	...	...	...	...	50	...	1,354	949	405	1,304	50	...
Cereals and Bakery Products	510	463	...	1	...	...	5,474	99	6,547	5,984	562	973	5,573	1
Cheese	33	...	...	...	...	...	35	531	599	68	531	33	566	...
Coal and Coke	7	...	...	...	...	...	2,666	526	3,199	2,673	526	7	3,192	...
Fish	842	11	...	...	...	...	300	1,206	2,359	1,142	1,217	853	1,506	...
Flour	267	5	...	...	...	...	8,366	1	8,639	8,633	6	272	8,367	...
Fruit, Fresh	727	21,797	...	2	...	...	41	61	22,628	768	21,858	22,524	102	...
Fruit, Preserved	184	3,267	...	64	...	...	36	160	3,711	220	3,427	3,451	196	...
Glass, etc.	1,506	4,260	...	...	...	...	1,820	33	7,619	3,326	4,293	5,766	1,853	...
Grain	611	64	...	...	...	...	24,138	...	24,813	24,749	64	675	24,138	...
Gypsum, etc.	...	17,772	...	...	...	...	45	...	17,817	45	17,772	17,772	45	...
Hides, Skins, etc.	105	133	...	...	...	...	71	8,759	9,068	176	8,892	238	8,830	...
Iron, Steel, etc.	13,631	56,913	...	237	...	...	1,349	125	72,255	14,980	57,038	70,544	1,474	...
Live Stock	1,063	21	...	...	...	...	778	43	1,905	1,841	64	1,084	821	...
Machinery	1,585	16,622	...	286	...	...	3,205	405	22,103	4,790	17,027	18,207	3,610	...
Manures	61	101,330	...	...	...	...	105	1,205	102,701	166	102,535	101,391	1,310	...
Meat, Frozen and Fresh	961	24	...	...	...	...	1,059	54,315	56,359	2,020	54,339	985	55,374	...
Milk Products	1,018	1	...	...	...	...	1	937	1,957	1,019	938	1,019	938	...
Motor Spirit, Kerosine	30,076	199,100	...	...	...	...	14,683	5,429	249,288	44,759	204,529	229,176	20,112	...
Motor Vehicles	171,742	33,752	...	122	...	...	114,893	313	320,822	286,635	34,065	205,494	115,206	...
Oil	27,815	84,990	...	3	...	...	7,655	875	121,338	35,470	85,865	112,805	8,530	...
Paper, Newsprint	11,656	5,014	...	2	...	...	537	156	17,365	12,193	5,170	16,670	693	...
Rubber, etc.	639	8,396	...	30	...	...	239	122	9,426	878	8,518	9,035	361	...
Salt	3	7,206	...	167	...	...	22	...	7,398	25	7,206	7,209	22	...
Seeds	8	118	...	41	...	...	2,235	4,113	6,515	2,243	4,231	126	6,348	...
Sugar	12,573	...	19	...	...	...	6	...	12,598	12,579	...	12,573	6	...
Tallow	...	...	...	...	...	...	280	8,943	9,223	280	8,943	...	9,223	...
Tea, etc.	231	1,584	...	29	...	...	66	4	1,914	297	1,588	1,815	70	...
Textiles	3,538	23,547	...	84	...	...	3,381	963	31,513	6,919	24,510	27,085	4,344	...
Timber, Hardwoods	211	10,771	...	227	...	...	45	17	11,271	256	10,788	10,982	62	...
Timber, Softwoods	64	5,441	...	...	...	...	387	65	5,957	451	5,506	5,505	452	...
Tobacco, etc.	...	24	...	...	...	...	...	...	24	...	24	24	...	...
Vegetables	391	30	...	...	...	...	12,250	3,347	16,018	12,641	3,377	421	15,597	...
Wines, etc.	5,522	2,471	...	...	...	...	149	1	8,143	5,671	2,472	7,993	150	...
Wood Pulp	1,575	206	...	1	...	...	215	30,059	32,061	1,790	30,265	1,781	30,274	...
Wool	78,116	107,423	...	675	...	...	67,101	9,483	262,976	145,217	116,906	185,539	76,584	...
(General) Sundries	...	...	151	...	6	...	...	...	...	...	...	...	...	...
TOTALS	368,274	713,168	170	1,971	26	6	274,549	140,765	1,498,929	642,823	853,933	1,081,442	415,314	2,173	

Total Tonnage handled at the Port of Lyttelton during the Twelve Months ending 30th September, 1964, 1,498,929 tons; 1963, 1,459,961 tons; 1962, 1,440,073 tons; 1961, 1,537,342 tons; 1960, 1,331,487 tons.

XIX.—COMPARATIVE TONNAGE STATISTICS OF CARGO PASSING OVER THE WHARVES AT LYTTTELTON

For the 42 Years and Nine Months ended 30th September, 1964

YEAR	INWARDS		OUTWARDS		TRAN- SHIPMENTS	TOTAL
	Coastal	Overseas	Coastal	Overseas		
1877 to 1921	not available					
1922	203,125	218,207	149,687	85,192	2,210	658,421
1923	211,678	244,084	176,188	57,798	2,008	691,756
1924	154,692	342,007	150,371	56,160	1,948	705,178
1925	152,131	343,555	163,308	64,965	3,016	726,975
1926						
(9 months)	121,869	236,002	121,389	66,769	2,082	548,111
1927	157,919	282,188	178,326	75,152	2,647	696,232
1928	142,760	258,374	217,569	71,920	645	691,268
1929	167,234	276,806	231,594	68,881	500	745,015
1930	165,531	264,644	224,796	70,628	570	726,169
1931	121,135	194,267	190,060	64,683	1,599	571,744
1932	101,223	157,579	155,762	75,109	1,451	491,124
1933	94,382	174,963	147,370	105,280	1,489	523,484
1934	115,220	179,510	177,603	75,805	1,941	550,079
1935	118,895	223,375	188,540	71,425	2,302	604,537
1936	126,215	260,354	205,010	75,632	2,721	669,932
1937	140,255	304,826	220,919	94,780	2,652	763,432
1938	158,976	314,860	175,551	74,604	3,599	727,590
1939	158,478	310,508	191,475	85,581	3,265	749,307
1940	169,457	228,622	191,932	77,748	2,744	670,503
1941	180,947	213,104	212,019	63,358	1,425	670,853
1942	207,468	163,311	211,443	113,126	3,899	699,247
1943	194,611	132,114	226,715	149,063	327	702,830
1944	181,655	194,798	232,526	115,569	2,404	726,952
1945	172,693	153,168	237,656	93,897	861	658,275
1946	183,508	225,269	225,449	99,583	342	734,151
1947	192,483	268,401	244,727	96,204	834	802,649
1948	187,994	364,741	220,748	130,570	1,005	905,058
1949	200,297	344,065	242,139	107,302	1,633	895,436
1950	191,017	407,198	229,735	101,092	139	929,181
1951	173,139	398,259	230,981	97,562	1,267	901,208
1952	203,666	616,045	262,762	105,662	3,292	1,191,427
1953	200,724	469,315	285,575	91,971	1,532	1,049,117
1954	222,127	487,168	288,078	82,270	2,991	1,082,634
1955	260,212	633,320	306,688	89,419	2,903	1,292,542
1956	271,728	681,051	296,751	111,960	1,171	1,362,661
1957	277,894	712,615	323,207	123,024	381	1,437,121
1958	283,029	688,944	320,391	120,830	1,179	1,414,373
1959	270,837	617,333	319,549	122,582	2,504	1,332,805
1960	292,811	598,848	302,139	136,429	1,260	1,331,487
1961	307,973	785,934	317,309	123,922	2,204	1,537,342
1962	292,646	683,652	329,810	131,735	2,230	1,440,073
1963	272,777	745,449	291,198	149,337	1,200	1,459,961
1964	368,274	713,168	274,549	140,765	2,173	1,498,929

XX.—Analysis of Ordinary Revenue during the year 1964, and the preceding Four Years.

Particulars of Revenue	1964			1963			1962			1961			1960		
	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue
(1) Dues payable by Importers and Exporters:															
On Goods: Wharfage ...	288,877	437,757	51.31	265,115	411,030	49.49	258,951	403,060	49.12	270,037	422,184	50.23	247,160	382,941	51.82
On Goods: H.I.R. ...	148,880			145,915			144,109			152,147			135,781		
(2) Dues payable by Shipping:															
Pilotage and Port Charges	111,869			124,693			133,455			113,500			106,891		
Towage ...	30,457			33,981			33,688			31,545			27,558		
Coir Springs ...	2,938			3,297			3,396			3,559			2,915		
Fenders ...	2,145			2,293			2,264			2,560			1,928		
Berthage ...	72,821			65,640			60,619			69,269			55,465		
Electric Light ...	13,784			15,772			15,954			16,484			12,829		
Hire of Electric Cranes ...	99,250			94,823			87,908			98,096			84,328		
Hire of Floating Crane ...	12,885			8,885			7,722			15,973			8,859		
Ships Lines ...	3,237			3,520			3,876			3,037			3,082		
Hire of Telephones ...	1,026	350,412	41.07	872	353,776	42.60	1,043	349,925	42.64	1,174	355,197	42.26	964	304,819	41.24
(3) Charges payable by Ships, other than Dues:															
Graving Dock Charges ...	5,871			6,737			7,297			6,693			5,268		
Patent Slip Charges ...	780	6,651	.78	541	7,278	.88	817	8,114	.99	515	7,208	.86	475	5,743	.78
(4) Miscellaneous Charges payable by Lessees and General Public, etc.:															
Rents ...	27,394			26,791			26,502			24,130			23,543		
Storage ...	5,342			5,948			6,932			7,591			1,728		
Cool Storage ...	9,297			9,035			10,582			11,030			10,363		
Hire of Mobile Crane ...	11,132			11,060			11,738			8,261			7,463		
Yacht Moorings, Boat and Watermen's Licenses ...	1,646			1,642			658			649			608		
Incidental Receipts ...	3,537	58,348	6.84	3,926	58,402	7.03	3,132	59,544	7.25	4,255	55,916	6.65	1,826	45,531	6.16
		£853,168	100.00		£830,486	100.00		£820,643	100.00		£840,505	100.00		£739,034	100.00

XXI.—Particulars relating to the Port of Lyttelton

CANTERBURY, NEW ZEALAND

General.—The Port of Lyttelton is situated on the north-western side of Banks Peninsula, having an opening to the north-east, is the principal seaport of the Provincial District of Canterbury, and is seven miles distant from Christchurch (the principal City) with which it is connected by a line of railway, the Moorhouse Tunnel (a mile and three-quarters in length) and a newly constructed Road Tunnel of one and one tenth miles. An elevated roadway now gives direct access to the wharves for road transport. The Canterbury District is intersected by lines of railway some three hundred and fifty miles in length. The Lyttelton Harbour Board's representation area extends from the Rangitata River south, to the Conway River north, and embraces nineteen counties, which in turn include the City of Christchurch and five boroughs in the various combined or constituent electoral districts.

The total area represented by the Board is 10,186 square miles, with a population of 305,000 and a capital value of 428 million pounds. Although there are several hundreds of square miles of pastoral country within the representation area, it also includes nearly two million acres of land in cultivation. The Board has under construction new overseas berths at the Eastern Extension and cargo transit sheds are being built adjacent to these berths.

NAVIGATION AIDS—

Light Godley Head.—A group flashing white light showing three flashes every 26 seconds visible 24 miles, situated on Godley Head 317 feet above high water, and about 100 feet from the top of the cliff.

A Lighted Whistling Buoy is moored off the entrance to the harbour, in a position ten cables from Godley Head and seven and a-half cables from Adderley Head. The 750-c.p. flashing white light is sixteen feet above water, is visible nine miles in clear weather, and gives a flash every three seconds. The buoy carries a 10-in. wavemotion-actuated air whistle and a diamond shaped radar reflector is mounted on top of the buoy.

Parsons Rock Beacon.—A pile beacon painted red exhibiting a group flashing light (2 flashes) every 10 seconds; 22 feet high and visible 5 miles; surmounted by a star shaped radar reflector. The beacon is in 28 feet of water and is 1,380 feet from the centre line of channel. Parsons Reef is 2,600 feet from the centre line of channel.

Fog Signals.—The N.Z. Government Marine Department maintains on Godley Head a fog diaphone, sounding one blast every minute (blast 3 secs.), just below the lighthouse on the head and at an elevation of 270 feet.

Signal Station.—A black and white tower on the knuckle of Gladstone Pier 53 feet above high water equipped with flags, 10in. signal day-lamp, aldis lamp, and radio telephone. The call sign is Z.L.H.L. and a continuous watch is kept.

Inner Harbour.—The Harbour Board maintains on the small lighthouse situated at the end of the eastern mole at the inner harbour entrance, an electrically-operated fog bell ringing every 20 secs. (bell 5 secs). The sound is muffled in the inner harbour from 170 deg. to 286 deg.

Fog Signal on Sticking Point.—An electrically-operated fog-signal sounding a low note every 30 seconds—thus: sound 5 seconds, silence 25 seconds. The horn will sound into the harbour in a south-easterly direction.

Beacon Lights for Marking the Dredged Channel.—Two beacons with automatic flashing lights have been erected for leading lights as a guide to enable deep draught ships to keep in the dredged channel. The front beacon is about three cables off the harbour entrance in sixteen feet of water, and the rear beacon (which is higher than the front one) is on Shag Reef. A flashing red light every one and a-half seconds (flash $\frac{1}{2}$ sec., eclipse 1 sec.) is shown from the front beacon and a white flashing light every five seconds (flash 2 secs., eclipse 3 secs.) from the rear beacon. These beacons, in line with one another, at $260\frac{1}{2}$ degrees, mark the centre of the dredged channel. Two small beacons, in line 302 degrees, and each exhibiting a fixed triangular neon sign, are situated on Naval Point reclamation to indicate when to turn up towards the inner harbour entrance. The turning point is also indicated at night by a fixed red light showing on the eastern breakwater and bearing 318 degrees.

Navigation Lights.—Camp Bay.—Two fixed red lights, in line $195\frac{1}{2}$ degrees, to facilitate night navigation and anchoring, are situated in Camp Bay.

Inner Harbour and Breakwaters.—The breakwaters are formed of rubble stone blasted from the quarries at Naval and Officers' Points, and deposited on the respective sites. The outer slopes of both breakwaters are protected or faced with large blocks of stone. The Officers' Point or eastern breakwater is some 2,010 feet in length with a width of forty feet on the top and having an elevation of six feet above high-water spring-tide. This breakwater has also a timber breastwork built along its inner face for its entire length—known as Gladstone Pier—and the outer face is protected by a reinforced concrete parapet wall two feet six inches high, with a concrete pathway or promenade five feet wide on the inside. The Naval Point or western breakwater was formerly 1,400 feet in length, but is now almost entirely incorporated with the reclamation area, which abuts on to its southern face. Along its northern or inner harbour face are breastwork wharves providing berthage for vessels carrying fuel oils in bulk in connection with adjoining sites for oil storage in bulk.

Water Area Enclosed.—The area of water enclosed within the breakwaters is approximately one hundred and six acres.

The Depth of Water and Berthage in Inner Harbour.—The present depth of water inside the breakwaters, and at the various wharves, varies from 20 feet to 38 feet at low tide. A channel has been dredged from the outer harbour to the entrance between the moles to a depth of 32 feet at low tide. The range of the tide is about $6\frac{1}{2}$ feet spring tides, $4\frac{1}{2}$ feet neap tides. The total berthage accommodation served by railway is over 12,000 feet.

Overseas Steamers' Berths and Telephones.—Overseas steamers berth at the Gladstone Pier, No. 1 breastwork, Nos. 2, 3, 4, 6 and 7 wharves. Vessels load and discharge inflammable or fuel oil in bulk at the oil tankers' wharf, Naval Point. Ships' Telephones connected with the public automatic telephone exchange are available at the main wharves.

Lyttelton-Wellington Steamer Express Service.—No. 2 Wharf, which has been the Lyttelton-Wellington steamer express berth for many years, accommodates the full length of the Invercargill-Dunedin-Christchurch express train. The N.Z. Government Railways and Union Steam Ship Coy. Ltd. provide ticket boxes on the jetty for the sale of railway and Wellington steamer express tickets respectively. A public "slot" telephone is also available.

A covered passenger platform has been constructed on this jetty, and provides direct access from the train to steamer's gangway and vice versa.

A special passenger train runs between the No. 2 wharf and Christchurch direct on arrival and departure of the Lyttelton-Wellington steamer express. Facilities are provided at this berth for passengers' motor-cars being driven to and from the ship's side, and landed or shipped by the steamer express.

Fire Prevention and Fresh Water.—To guard against damage from fire and to supply the shipping, the whole of the wharves are supplied with water under high pressure from the Lyttelton Borough Council's main, and in addition, the Board's Tugs and Dredges "Peraki" and "Te Whaka" are each fitted with powerful steam fire-pumps and "Foamite" oil-fire plant. Fresh water for vessel's use is supplied by the Lyttelton Borough Council, at 5/- per 1,000 gallons.

Harbour Charges at Lyttelton:

Graving Dock Charges.—For all vessels up to 300 tons £32, 301 to 400 tons £39, 401 to 700 tons £46, 701 to 800 tons £53, 801 to 900 tons £62, 901 to 1000 tons £67, 1001 to 1100 tons £71, 1101 to 1200 tons £80, 1201 to 2000 tons £89, 2001 to 3000 tons £98, 3001 to 4000 tons £107, 4001 to 5000 tons £115; and four clear days are given in dock in all cases. The Board finds dock and machinery, but takes no responsibility.

Patent Slip.—A Patent Slip, capable of taking up a 250 ton vessel, has also been provided by the Harbour Board. Charges for use of the Slip:—

Up to 25 tons gross register, £10 for any period up to five days, and 30s. per day after the fifth day.

Over 25 tons and up to 75 tons gross register, £12 10s. for any period up to five days, and 30s. per day after the fifth day.

Over 75 tons and up to 150 tons, gross register, £15 for any period up to five days, and 30s. per day after the fifth day.

Over 150 tons and up to 250 tons, gross register, £20 for any period up to five days, and 30s. per day after the fifth day.

Thirty-three and one-third per cent. reduction on the above scale of charges will be allowed when, subject to the approval of the Harbourmaster, two or three vessels, other than those belonging to the Board, are placed on the Patent Slip and hauled up together, and remain on the Patent Slip the same number of hours.

The above rates cover the cost of all labour connected with hauling up and launching (the crew of the vessel to give their assistance as may be required); and the cost of blocking a vessel and shifting the blocks after hauling up, during ordinary working hours.

Wharfage Dues (payable by the Importers and Exporters of goods)—

General Merchandise: 3/9 per ton (by weight or measurement).

Wool, 3/8 per bale.

Timber, 1/- per hundred feet super.

Crude Petroleum and Kindred Oils in bulk: 3/9 per ton inwards, 2/6 per ton outwards of 250 gallons.

Goods re-shipped within six months are free of outward wharfage on declaration.

Harbour Improvement Rate totalling 2/3 per ton is payable on all goods passing over the wharves in addition to the above wharfage charges.

Pilotage Dues.—On all vessels over 100 tons net register, 3½d. per ton inwards, and 3½d. per ton outwards.

Pilotage.—Charge when the services of a Pilot are used to move vessels from berth to berth or to and from Graving Dock:—For vessels up to 2000 tons gross—£4 10s.; rising to £15 for a 6000 ton vessel.

Port Charges.—6d. per ton net register, provided that such charge shall not exceed eighteen pence a ton half-yearly.

Berthage Charges.—2d. per ton net register per day while a vessel remains in the Inner Harbour of the Port of Lyttelton, unless laid up or undergoing repairs or overhaul, when the Berthage Charge is ½d. per ton per day. Sundays and holidays exempt unless cargo or passengers taken on board or landed.

Towage Fees.—For the services of the Tug shifting or being in attendance on overseas' steamers when entering or leaving the Inner Harbour or to and from the Dock, each way, £15 per hour or part of an hour during ordinary working hours. Outside ordinary working hours the overtime of the officers and crew will be charged for in addition to the above rate.

Coir Springs.—For each Spring for first three days, £1 15s. 6d.; for each Spring for each day after three days, 6/-.

Wood Fenders.—£1 5s. 0d. for first day, with 15/- for each succeeding day for round Softwood Fenders used by each vessel at any wharf. For the hire of special rectangular solid floating Fenders up to four in number the charge is Eight Pound Fifteen Shillings (£8 15s. 0d.) for a period not exceeding four days; after four days the charge is 10/- per Fender per day.

Floating Crane.—The Board's self-propelled 80-ton Floating Crane "Rapaki" is available for heavy lifts. The charges are: £25 for the first hour or part hour, and £12 15s. 0d. for each subsequent hour or part hour, during ordinary working hours; or at the option of the Board, 17/- per ton for lifts of 25 tons or over; with a minimum charge in the latter case of £20, slings and shackles extra. Outside ordinary working hours overtime will be charged in addition to the above rates.

Hire of 3-ton and 5-ton Electric Cranes.—3-ton and 5-ton electric wharf cranes are available on all main wharves for hire on the conditions set out in the Board's By-laws. The present charge for the use of a crane is £1-6-0 per hour or part of an hour plus driver's wages, with an extra charge of 5½d. or 8d. per hour when bulk cargo is being worked with grabs.

Special Grabs for use with electric cranes for working bulk cargoes are supplied at 13s. 4d. per grab per hour; minimum one hour.

Telephones.—10/- per telephone per day with a minimum charge of £1.

Wharf Lighting.—The Wharves and Railway Yards are well lighted by electric lamps. Connections are also provided for temporary lighting on board ships for working cargo, etc. Equipment and electric current is supplied by the Board at the undermentioned rates:

Electric Wharf Lights.

Application for the use of special electric lights shall be made on forms supplied at the Electric Light Station not later than 4 p.m. on the day on which the light is required.

The charge for each 2,000 candle power light shall be:

From dark until sunrise, 5s. per hour.

Electric Cargo Lights on Board Vessels.

- (1) For hire of Main Cables, Clusters and Flexes for any one vessel: five shillings per day or part of a day.
- (2) For supply of electric current: one shilling per Lamp-Cluster per hour.

The time for supply of electric current is calculated from the time the distribution board leaves the Electric Light Station to the time it is returned. The minimum to be charged for any one day shall be one hour.

Electric Cranes and Capstans.—The Gladstone Pier, No. 1 Breastwork, and Wharves Nos. 2, 3, 6 and 7 are equipped with 5-ton and 3-ton electric cranes. All wharves are fitted with electric capstans.

Railway Lines on Wharves.—The whole of the main wharves have lines of rails laid down upon them connected to the railway system of the Dominion, and goods are landed or shipped direct into or from railway trucks, being hauled thence direct to Christchurch or country stations, or vice versa. Extensive storage accommodation for primary products is also provided adjacent to the wharves, and the Port is well provided with privately owned wool dumping stores.

Cool and Freezing Chambers for Dairy Produce. The Harbour Board has cool and freezing chambers near No. 7 wharf, built chiefly for the accommodation of butter and cheese to be graded and stored for export. The building is divided into ten separate compartments—seven of 85 tons capacity each and two of 35 tons capacity, with grading and testing rooms for the use of the Government dairy produce graders. The chambers may be used independently of each other for cool storage or freezing chambers as required. There are also special chambers for the cool storage of cheese, with a total capacity of 5,700 crates. Two additional cheese chambers were provided at No. 1A Store in 1937, to accommodate 7,400 crates of cheese.

Since "The Dairy Industry Act" came into force on the 29th November, 1894, dairy produce for export from Lyttelton has passed through the Board's cool stores for inspection and grading by the Government Inspector prior to shipment.

Grain Storage in Lyttelton.—Provision has been made by the Board for the storage of grain and agricultural produce in Lyttelton at reasonable rates. The Board has storage space in No. 1, No. 1A and No. 2 stores for 11,000 tons of produce.

Graving Dock.—The Graving Dock is capable of docking a vessel 462 feet by 54 feet beam and 18 feet draught. The general dimensions of the Dock are as follows:—

Length on Floor	450	feet
Length on Top	481½	„
Width on Floor	46	„
Width on Top	82	„
Width of Entrance	62	„
Width where Ship's Bilge should be.....	54½	„
Depth on Sill at High Water	23	„

Tug Service.—The Harbour Board maintains a powerful twin-screw steam tug, which is open for engagement by vessels requiring her services outside the Heads as well as in the Harbour. A second steam tug may be made available at short notice. The day signal for the tug is Flags YA International Code, and as a continuous watch is always kept at the Signal Station at Gladstone Pier, vessels making this signal can be seen.

Bunkering Services for Coal and Oil. A coal bunkering service is maintained in the Port by the State Coal Department, and fuel for bunkers is obtainable at the Board's Oil Wharf and Cattle Jetty at Naval Point (Western Mole), which is served from the neighbouring Oil Companies' installations.

Statistics.—For the year ended 30th September, 1964, the revenue of the Board was £853,168. During the same period 1,279 vessels entered the port representing 3,314,478 tons net register, while the tonnage of cargo passing over the wharves was 1,498,929 tons.

Constitution of Board.—Eighty-seven years ago the Lyttelton Harbour Board was constituted. The present Members of the Board are: A. A. Macfarlane, D.F.C., J.P., (Chairman); F. I. Sutton, (Deputy Chairman); L. G. Amos, J.P.; A. E. Armstrong; J. Brand; E. Brophy, A.P.A.N.Z.; F. W. Freeman, O.B.E., J.P.; W. P. Glue, O.B.E.; W. B. Laing, J.P.; W. F. McArthur, J.P.; J. E. Mannering; G. Manning, C.M.G., M.A., Dip.Soc.Sci., J.P.; G. E. Wright.

Officers of Board.—Secretary-Manager, Treasurer and Chief Executive Officer: A. J. Sowden, A.R.A.N.Z.; Engineer-in-Chief, J. A. Cashin, M.I.C.E., M.I.Mech.E., M.N.Z.I.E.; Harbourmaster and Chief Pilot, Captain A. R. Champion, J.P.

Harbour Board Offices.—Port Buildings, 297 Madras Street, Christchurch and Norwich Quay, Lyttelton.

9387
L999
1962/63

Lyttelton Harbour Board

NEW ZEALAND

Reports Statement of Accounts

AND

Returns

For the Year Ended 30th September

1963

CHRISTCHURCH

Printed by Coulls Somerville Wilkie Ltd., Christchurch

1964



*With the Compliments of
the Chairman*

Lyttelton Harbour Board

*Christchurch
New Zealand*

Lyttelton Harbour Board

NEW ZEALAND

Reports
Statement of Accounts

AND

Returns

For the Year Ended 30th September
1963

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MEMBERS LYTTTELTON HARBOUR BOARD

Elected under the provisions of "The Harbours Act, 1950," "The Local Elections and Polls Act, 1925," and Amendments thereof; and under Regulations by His Excellency the Governor-General in Council, in pursuance of the above Acts.

Elected on SATURDAY, 13th OCTOBER, 1962. HOLD OFFICE FOR THREE YEARS

Date When
First Elected
or Appointed.

- | | | |
|---|---|---|
| <p>(1) <i>Principal Authority for conducting the Election:</i>
<i>Christchurch City Council.</i>
Five Members elected by the Electors in the constituent district of the City of Christchurch.</p> | } | <p>F. W. FREEMAN, Esq., O.B.E., J.P. May 1941
G. MANNING, Esq., C.M.G.
M.A., Dip.Soc.Sci., J.P. November 1947
W. P. GLUE, Esq., O.B.E. November 1948
F. I. SUTTON, Esq. November 1956
A. E. ARMSTRONG, Esq. October, 1962</p> |
| <p>(2) <i>Principal Authority for conducting the Election:</i>
<i>Kaiapoi Borough Council.</i>
One Member elected by the Electors in the combined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.</p> | } | <p>J. E. MANNERING, Esq. November 1961</p> |
| <p>(3) <i>Principal Authority for conducting the Election:</i>
<i>Lyttelton Borough Council.</i>
One Member representing the Electors in the combined district of the Borough of Lyttelton and the Counties of Akaroa, Wairewa, and Mount Herbert.</p> | } | <p>W. B. LAING, Esq., J.P. November 1956</p> |
| <p>(4) <i>Principal Authority for conducting the Election:</i>
<i>Ashburton County Council.</i>
Two Members elected by the Electors in the combined district of the County of Ashburton and the Borough of Ashburton.</p> | } | <p>J. BRAND, Esq. November 1956
E. BROPHY, Esq., A.P.A.N.Z. November 1959</p> |
| <p>(5) <i>Principal Authority for conducting the Election:</i>
<i>Waimairi County Council.</i>
One Member elected by the Electors in the combined district of the County of Waimairi and the Borough of Riccarton.</p> | } | <p>L. G. AMOS, Esq., J.P. November 1956</p> |
| <p>(6) <i>Principal Authority for conducting the Election:</i>
<i>Paparua County Council.</i>
Two Members elected by the Electors in the combined district of the Counties of Paparua, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote and Selwyn.</p> | } | <p>W. F. McARTHUR, Esq., J.P. November 1947
G. E. WRIGHT, Esq. October 1962</p> |
| <p>(7) <i>Principal Authority for conducting the Election:</i>
<i>Waipara County Council.</i>
One Member elected by the Electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley.</p> | } | <p>A. A. MACFARLANE, Esq. May 1955
D.F.C., J.P.</p> |

Chairman: A. A. MACFARLANE, Esq., D.F.C., J.P.

Deputy-Chairman: F. I. SUTTON, Esq.

OFFICERS OF THE BOARD, 1963

Secretary-Manager-Treasurer and Chief Executive Officer: A. J. SOWDEN, A.R.A.N.Z.

Administration Officer: J. A. McPHAIL, A.R.A.N.Z.

Chief Engineer: J. A. CASHIN, F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Resident Engineer: A. J. CHARMAN, Assoc.M. Inst. C.E.

Harbour Master and Chief Pilot: CAPTAIN A. R. CHAMPION, J.P.

Office Manager, Lyttelton: D. H. CLIBBORN

Bankers to the Board:

BANK OF NEW ZEALAND

Solicitors to the Board:

HARPER, PASCOE, BUCHANAN and PENLINGTON

Harbour Board Office,
Christchurch,
11th December, 1963.

CHAIRMAN'S ANNUAL REPORT

Gentlemen,

I have pleasure in submitting the Eighty-seventh Annual Report of the Lyttelton Harbour Board. The Balance Sheet and Statement of Accounts are attached hereto but have not yet been audited. When the audit is completed and the accounts received from the Controller and Auditor-General they will be submitted for your approval in terms of Section 64 of the Harbours Act, 1950.

STATUTORY MEETING

The accounts for the year ended 30th September, 1962, were adopted at the Statutory Annual Meeting held on 6th March, 1963.

ELECTION OF CHAIRMAN

The Annual Statutory Meeting for the Election of Chairman was held on 5th December, 1962, when I had the honour to be re-elected as Chairman. Mr. Sutton was elected Deputy-Chairman.

COMMITTEES AND REPRESENTATIVES ON ALLIED ORGANISATIONS

The following committees and representatives on allied organisations were elected at the Ordinary Monthly Meeting held on 6th February, 1963.

Staff Committee:

L. G. AMOS
J. BRAND
F. W. FREEMAN

W. B. LAING
J. E. MANNERING
G. E. WRIGHT

Finance Committee:

W. F. McARTHUR
A. E. ARMSTRONG
E. BROPHY

W. P. GLUE
G. MANNING
F. I. SUTTON

Works Committee:

A. E. ARMSTRONG
J. BRAND
F. W. FREEMAN
W. B. LAING
G. MANNING
G. E. WRIGHT

L. G. AMOS
E. BROPHY
W. P. GLUE
J. E. MANNERING
F. I. SUTTON

A. A. MACFARLANE, Chairman, ex officio a Member of all Committees.

Board's Representatives on Local Disputes Committee:

A. A. MACFARLANE
J. A. McPHAIL

W. B. LAING

Harbours Association and Industrial Union of Employers:

A. A. MACFARLANE
W. F. McARTHUR

W. P. GLUE
F. I. SUTTON

Canterbury Progress League:

W. F. McARTHUR

G. E. WRIGHT

Canterbury Chamber of Commerce:

F. I. SUTTON

South Island Publicity Association:

W. P. GLUE

Regional Planning Authority:

F. W. FREEMAN

South Island Local Bodies Association:

F. I. SUTTON

FINANCE AND TRADE

Revenue Account:

The income for the year totals £684,570 as compared with £676,534 for the previous year, an increase of £8,000, made up as follows:

Increased Berthage Charges	....	....	....	....	£
Increased Wharfage Rates	....	....	....	....	4,000
Increased Electric Crane Charges	....	....	....	....	6,000
					7,000
				Total	<u>£17,000</u>
				£	£
Less:					
Reduction in Pilotage Rates	....	....	....	5,000	
Reduction in Port Charges	....	....	....	<u>4,000</u>	
					9,000
					<u>£8,000</u>

The total expenditure for the year, including depreciation, amounted to £484,801 as compared with £473,312, for 1962, the difference of approximately £11,000 being due mainly to reduced expenditure on maintenance dredging and an increase in wage rates as a result of award increases.

The increase in the amount of depreciation funded as compared with last year is due to the high capital cost of the new electric cranes and the increase of £3,000 in the amount written off is accounted for by the depreciation of new plant, buildings and equipment provided during the year.

The transfer to the Appropriation Account is £137,539 as against £144,208 for 1962.

After the provision of capital from revenue amounting to £162,947 the appropriation account shows an excess of expenditure over income of £30,000 as compared with £43,244 for the previous year.

The principal items included under the heading of "Capital from Revenue" are:

	£
Electric Cranes	124,880
Purchase of Property, etc	12,680
Port Building, Lyttelton	9,154
New Workshop, No. 5 Store	8,122
Tools and Plant	<u>5,237</u>

The expenditure on the electric cranes is offset by a transfer from the Special Crane Renewal Fund as set out on the credit side of the Appropriation Account.

Balance Sheet:

The total of the Capital Account amounts to £6,171,261, while the balance in the Capital Assets Account is £4,750,537. The value of stocks of timber and general stores at balance date was £172,676, Sundry Debtors £87,777 and Sundry Creditors £27,665.

The total of the Reserves and Special Accounts is £2,466,099, made up as under:

	£
Reserve Funds	630,807
Loans Repayment Account	1,066,710
Loan Accounts	<u>768,582</u>
	<u>£2,466,099</u>

These funds are invested in the following securities:

	£
New Zealand Government Stock	722,415
Local Body Securities	474,006
Deposit with National Provident Fund	1,250,085
Deposit with Canterbury Trustees Savings Bank	1,000
Mortgage	6,000
Cash at Bank of New Zealand	<u>12,593</u>
	<u>£2,466,099</u>

At 30th September the Harbour Fund was in credit £308,041 which is made up as follows:

	£
Cash at Bank of New Zealand	25,989
Add Investments with National Provident Fund	<u>351,849</u>
	£377,838
Less Unpresented Cheques	<u>69,797</u>
	<u>£308,041</u>

After completion of the Motor Vehicle Parking Area and Elevated Roadway there is a surplus in the loan account of £88,468. Application will be made to the Local Authorities Loans Board to have this amount transferred to one of the other loans at a later date.

The income credited to the Loans Repayment Account amounted to £334,383. After the payment of interest and the repayment of principal on loans totalling £304,072, the balance of the account is £1,066,710. Income from the Harbour Improvement Rate for the year amounted to £145,915 as compared with £144,108 for the previous year.

The debit balance in the Appropriation Account at the beginning of the year was £82,271, to which has been added excess expenditure over income of £30,001 for the year under review, leaving a balance of £112,272 to be carried forward to the current year.

The Public Debt at 30th September, 1963, was £3,579,770 made up as follows:

No. 7 Wharf and Breastworks Loan	....	....	....	....	300,000	
Amount Repaid	....	....	....	....	177,700	122,300
Dredge Loan	....	....	....	....	600,000	
Amount Repaid	....	....	....	....	117,880	482,120
Port Development Loan	....	....	....	....	2,761,820	
Amount Repaid	....	....	....	....	293,019	2,468,800
Motor Vehicle Parking Area and Elevated Roadway Loan	....	....	....	....	175,000	
Amount Repaid	....	....	....	....	8,300	166,700
Inner Harbour Modernisation Loan	....	....	....	....	339,850	£3,579,770

Amount raised during year ending 30th September, 1963:

Port Development Loan	....	....	....	....	242,610
Inner Harbour Modernisation Loan	....	....	....	....	339,850
					£582,460

For the year ended 30th September, 1963, the tonnage of cargo handled through the Port was 1,459,961 tons, being a 1.4% increase on the tonnage for the previous year.

The following is a summary of increases or decreases in tonnages for cargo passing over the wharves, excluding transhipments for 1962/63 as compared with 1961/62:

COASTAL

IN					Tons	OUT					Tons
Decreases:						Decreases:					
Paper	....	....	....	....	5,537	Flour	....	....	....	....	3,468
Fresh Fruit	....	....	....	....	920	Machinery	....	....	....	....	1,643
Machinery	....	....	....	....	523	Motor Spirits	....	....	....	....	11,181
Grain	....	....	....	....	496	Potatoes	....	....	....	....	6,063
Wool	....	....	....	....	311	Seeds	....	....	....	....	381
General	....	....	....	....	17,321	General	....	....	....	....	19,332
					25,108						42,068
Less Increase on Iron	....	....	....	....	5,239	Less Increase Oil	....	....	....	....	3,456
Decrease	....	....	....	....	19,869	Decreases	....	....	....	....	38,612

OVERSEAS

IN					Tons	OUT					Tons
Increases:						Increases:					
Grain	....	....	....	....	5,272	Fresh Fruit	....	....	....	....	669
Iron	....	....	....	....	12,214	Hides	....	....	....	....	1,333
Machinery	....	....	....	....	2,774	Meat	....	....	....	....	1,586
Motor Vehicles	....	....	....	....	6,248	Motor Spirits	....	....	....	....	3,885
Oil	....	....	....	....	39,318	Oil	....	....	....	....	3,833
General	....	....	....	....	26,463	Tallow	....	....	....	....	1,447
					92,289	Wool	....	....	....	....	3,474
Less Decreases:						General	....	....	....	....	1,375
Fresh Fruit	....	....	....	....	5,132						
Manures	....	....	....	....	8,964						
Motor Spirits	....	....	....	....	8,035						
Timber	....	....	....	....	8,361						
					30,492						
Increase	....	....	....	....	61,797	Increase	....	....	....	....	17,602

Increase overseas cargo	....	....	....	79,399 tons
Decrease coastal cargo	....	....	....	58,481 tons

Total Increase 20,918 tons

While there has been an overall increase in the cargo handled over the previous year's figures the tonnage handled coastwise was disappointing. This smaller tonnage has resulted largely from the impact of a full year's operations by "ARAMOANA" on the local coastal trade. Cargoes through Lyttelton which have been particularly affected by "ARAMOANA" are potatoes and flour.

However, with the introduction of more attractive methods of handling coastal cargoes between Lyttelton and the North Island ports, such as the introduction of the depot to depot container services, it is hoped that coastal cargoes will increase during the ensuing year.

The announcement by the Union Steam Ship Co. Ltd. that it proposes to introduce two drive-on drive-off vessels to the Wellington-Lyttelton Steamer-Express Service is welcomed by the Board.

Overseas trade showed a satisfactory increase of 9% on inward cargoes and an increase of 13.4% on outward cargoes as compared with the 1962 tonnages.

The attached table shows wharfage derived from overseas exports for the year ended 30th September, 1963.

WORLD BANK

Consequent on the Government joining the World Bank the Board was requested to supply to the Treasury comprehensive trade and financial statistics for the Port of Lyttelton in order that the World Bank could give consideration to making a loan to the Board.

After visits by representatives of the World Bank and discussions with Treasury officers, the Board was advised that the World Bank had under consideration a substantial loan to the Board.

The Board has now decided to accept a loan of £275,000 from the World Bank, being the amount of the overseas content of the twelve new cranes which are on order for the Eastern Extension area. The terms of this loan are at present being negotiated.

ELEVATED ROADWAY

The new Elevated Roadway which spans the railway lines between Norwich Quay and the base of the Inter-Island Steamer-Express Wharf was completed within the scheduled time by the contractors, the Wilkins & Davies Construction Co. Ltd., and was opened for traffic on 14th December, 1962. The opening of this roadway is the first stage of the modernisation of the Inner Harbour for use by road transport.

The roadway, which is 600 ft in length, provides for two-way motor traffic as well as safe pedestrian access to the wharves and the railway station.

CHRISTCHURCH-LYTTELTON ROAD TUNNEL

The Christchurch-Lyttelton Road Tunnel will be opened for traffic on 27th February, 1964, by Queen Elizabeth, the Queen Mother. Although the tunnel will be in use prior to the completion of the Board's first road berth at the Eastern Extension in November, 1964, it will initially cater for the cargo which is already transported by road.

The toll charge for cargo passing through the tunnel has been fixed at 4/6d per ton, based on weight or measurement whichever is the greater. As the volume of traffic increases it is hoped that toll charges will be reduced.

ALL WEATHER MECHANICAL MEAT LOADING

Provision has been made in the Lyttelton Harbour Board Loan and Empowering Act 1962 for the inclusion of All Weather Mechanical Meat Loading Equipment at Lyttelton.

On Tuesday, 7th May, 1963, Members of the Board visited Bluff to gain first-hand knowledge of the equipment at that Port. It was later decided by the Board to defer consideration of the installation of this equipment in the meantime.

AMENDMENTS TO BY-LAWS

The following amendments to By-Laws came into force during the year:

Amendment No. 3 (1962): Effective from 1st October 1962 (Pilots and Pilotage, Graving Dock, Towage, Electric Cranes, Yacht and Launch Moorings, Wharfage).

Amendment No. 4 (1963): Effective from 1st March, 1963 (Navigating Motor Launches).

Amendment No. 5 (1963): Effective from 12th August, 1963 (Wharfage Charges and H.I.R., Berthage, Ships' Navigating, Mooring and Berthing).

FORESHORE LICENCES

In accordance with the Board's decision slipway sites at Charteris, Hays and Church Bays were surveyed and during the year 106 foreshore licences were issued, which has resulted in a marked improvement in the standard of slipways and boatsheds, particularly in the case of new boatsheds and slipways which were built during the year.

LYTTELTON BOROUGH BOUNDARIES

On 23rd July, 1963, advice was received from the Lyttelton Borough Council that application had been made to the Local Government Commission for the boundaries of the Borough to be adjusted to include all the land reclaimed by the Board.

At a meeting convened by the Local Government Commission on 31st July, 1963, at which representatives of the Borough Council and the Board were present the Commission was advised that the Board was making application to the Marine Department under Section 190 of the Harbours Act 1950 to have the area of its wharves defined. The necessary plans have been forwarded to the Department but to date no decision has been made.

PRODUCER BOARDS SHIPPING UTILISATION COMMITTEE

During the year representatives of the Producer Boards Shipping Utilisation Committee visited the Port. It is to be hoped that the activities of this Committee will result in a speedier turn-round of shipping.

FIRST SHIPMENT OF TALLOW IN BULK

The first shipment of tallow in bulk was made from Lyttelton on Monday, 22nd July, 1963. These shipments, which were efficiently handled by road transport, are to be a regular feature of the trade of the Port.

STAFF RETIREMENTS

Members of the staff who retired during the year after lengthy and valuable service with the Board were Mr. W. Smith of the Engineers' Department, Mr. J. Hindhaugh of the Harbourmaster's Department and the Secretary-Manager, Mr. A. L. Burk, who retired on 19th June, 1963. During his term of office Mr. Burk has taken an active part in the development of the Port and he has seen the volume of trade through the Port doubled since he joined the Board's staff in 1945.

As Chief Executive Officer of the Board he played a major part in framing the legislation in 1955 to give authority for the construction of the Eastern Extension at Lyttelton. More recently he has been closely associated with the drafting of the 1962 Act which empowers the Board to carry out further development work, including the redesigning of the Inner Harbour.

A highlight while Mr. Burk was in office has been the construction of two fine administrative offices at Christchurch and Lyttelton. Mr. Burk must be commended for the part he played in the planning of these buildings.

For many years Mr. Burk has been well-known and respected by all Harbour Boards in New Zealand through his activities at Harbours Association meetings and through industrial negotiations. Mr. Burk retires with the knowledge that he has the respect and appreciation of Board Members and staff alike. His forthright energetic manner will be remembered by the many persons he has been associated with from all sections of the community.

OBITUARY

It is with regret that I record the deaths of four former members of the staff: Captain A. E. Chrisp, who served the Board as Harbourmaster from 1945 to 1950 and Messrs. C. G. Hurley, P. Reynolds and J. Hindhaugh.

CONCLUSION

During the past year work has proceeded steadily on the Eastern Extension area and the first cargo transit shed will be completed by November, 1964.

I desire to place on record my thanks to fellow Board Members, to the Executive Officers and all members of the staff for their willing assistance and co-operation during the past term.

Yours faithfully,

A. A. MACFARLANE, Chairman.

Engineer's Office,
Lyttelton Harbour Board,
Christchurch,
29th November, 1963.

ENGINEER-IN-CHIEF'S ANNUAL REPORT FOR 1963

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the work of the Engineer's Department for the year ended 30th September, 1963.

DREDGING

During the year the S.D. "Canterbury" was engaged in dredging in the vicinity of the New Works Reclamation and Breastwork and in the Entrance Channel and Inner Harbour. S.D. "Peraki" also dredged in the vicinity of the New Works and in the Entrance Channel and Inner Harbour.

The output of the dredgers is shown in the following table.

	IN SITU TONS AT S.G. 1.68				HOPPER TONS
	Inner Harbour	Channel	New Works	Total	(1) Channel and Inner Harbour (2) New Works
S.D. "PERAKI"	8,754	641,637	772,415	1,422,806	(1) 95,550
S.D. "CANTERBURY"	47,338	4,231	228,384	279,953	(2) 730,099
TOTALS	56,092	645,868	1,000,799	1,702,759	825,649

COSTS PER TON IN PENCE

(Total costs include repairs and additions but not interest and depreciation)

	IN SITU TONS			HOPPER TONS		
	Dredging	Depositing	Total	Dredging	Depositing	Total
S.D. "PERAKI"	3.09	7.74	10.83			
S.D. "CANTERBURY"	15.34	38.28	53.62	5.91	14.77	20.68

These costs should be treated with reserve, as the classes of dredging done by the two dredgers have varied considerably. "Canterbury" has carried out a higher proportion of dredging in the reclamation area where loads are lighter and take longer to lift.

Soundings taken in August-September indicated that minimum depth of water on the line of beacons in the channel turn was 32½ft., while on the centre-line of the channel the minimum depth was 33ft. below zero of the harbour tide gauge.

Throughout the year G.D. "Te Whaka" has been engaged in dredging the berths in the Inner Harbour and has also dredged in the vicinity of the New Works Breastwork and carried out other services as required. The total quantity of spoil removed was 29,400 tons, of which 2,278 tons were removed from the New Works area. The spoil was deposited at Camp, Gollans and Double Bays.

S.D. "PERAKI":

On completion of boiler cleaning dredging was resumed on 2nd October, 1962. The second annual survey was put in hand on 31st December, 1962, and the vessel docked from 9th to 22nd January, 1963. Underwater inspections were made and all magnesium anodes renewed. Dredging was resumed on 20th February, 1963. "Peraki" was docked for half-yearly painting from 17th to 20th June, 1963. The double Robinson cutters were removed and the draghead fitted.

S.D. "CANTERBURY":

S.D. "Canterbury" was laid up for annual survey on 28th September, 1962 and was in dock from 26th November until 27th December, 1962. Some repairs were made to hull and deck plating and numerous water tubes were renewed in both boilers. A new mud drum was fitted to the starboard boiler. On completion of repairs, dredging was resumed on 11th January, 1963. A half-yearly overhaul was put in hand on 21st May and on completion of the necessary repairs dredging was resumed on 10th June, 1963. "Canterbury" was docked from 22nd to 24th May, 1963.

G.D. "TE WHAKA":

On completion of the 1962 annual survey dredging was resumed on 9th October, 1962. The dredger was laid up for boiler cleaning on 21st December, 1962 and resumed dredging on 24th January, 1963, during which period the crew took annual leave. "Te Whaka" was laid up on 28th March, 1963 for half-yearly cleaning and painting and was docked from 1st to 4th April. Hopper door lifting gear was adjusted and dredging resumed on 5th April. A defect in the main injection valve necessitated another docking from 17th to 22nd May when dredging was resumed.

The 1963 annual survey was put in hand on 30th July and the vessel docked on 1st August. On completion of the underwater survey the dredger was floated out of dock on the 19th August and moored at No. 1 Breastwork where the overhaul was completed and the vessel put into commission on 18th September. Some delay was experienced in obtaining essential spare parts for the dredging crane.

TUGS "LYTTELTON" AND "LYTTELTON II"

TUG "LYTTELTON":

This vessel was docked for annual survey from 30th May to 14th June, 1963. Routine repairs were made and the tail shafts drawn for inspection and found in good order.

TUG "LYTTELTON II":

On 1st November the tug was put out of commission for half-yearly boiler cleaning and overhaul. The dock being occupied, all work was done afloat. The vessel was recommissioned on 19th November.

A special 24 year survey was put in hand on 1st April, the tug being docked on 8th April and the hull extensively drill tested. Portions of two hull plates were renewed together with a section of frame and the after towing bollards. The condition of "Lyttelton II" is good. The tug was floated out of dock on 17th May and recommissioned on the 31st May.

CRANESHIP "RAPAKI"

The barge was docked for annual survey on 24th January, 1963; the port side leeway keel was removed for inspection and cleaning, a substantial area of the hull was sand blasted and 4 hull plates were renewed. The boiler and machinery are all in good order. The vessel was floated out of dock and put into commission on 12th February.

From 17th to 20th June "Rapaki" was docked with S.D. "Peraki" for half-yearly cleaning and painting.

LAUNCHES AND OTHER FLOATING PLANT

Pilot Cutter "Wairangi" was slipped for annual survey from 1st to 14th November, 1962. The machinery is in excellent condition, requiring only the renewal of connecting rod bolts and bearing shells as a precautionary measure after 12,900 hours running in 13 year's service. Minor repairs only were required to the hull. "Wairangi" was slipped on two other occasions during the year, from 24th to 26th April for half-yearly cleaning and painting, and from 19th to 20th September to fit echo sounding equipment to the hull.

Pile Driving Punt: The punt was slipped from 20th December to 7th January. Normal maintenance only was required; some repairs were required to a fractured drum on the pile driving winch.

Launches "Ruahine" and "Orari": The sounding launch "Ruahine" was removed from the water for survey from 21st December until 4th January and again in April in order to fit new echo sounding equipment to the hull. In May the launch was out of commission for engine repairs pending the arrival of spare parts. "Ruahine" was again in commission in June.

The Works Launch "Orari" was slipped for survey from 20th to 26th November. Some repairs were made to the hull in the vicinity of the bow. The launch was again slipped for cleaning and painting from 2nd to 6th August. It has given reliable service throughout the year.

Other smaller items of floating plant were maintained in good order.

WHARF CONSTRUCTION AND MAINTENANCE

Gladstone Pier West: The overhaul of this berth, commenced in December, 1961 was completed in May, 1963. During the year under review 62 bearing piles, 17 mooring piles and 35 fender piles were driven; 11 caps, 10 beams and 42 campsheares were fitted. Lower decking was laid over an area of 10,920 sq. ft. and top decking over an area of 33,246 sq. ft.

The top of the sunken breakwater was brought to correct level with 500 cu. yds. of hardfill and surfaced with 300 cu. yds. of crushed metal. The wharf was jacked up to the correct level over the final length of 140 ft. and repairs made to the retaining wall.

A high level mooring was built at the eastern end of the berth, flush type railway points levers installed and stop blocks built.

Gladstone Pier: Numerous fastenings of crane rails to girders were renewed.

No. 1 Breastwork: One fractured mooring pile was replaced with a new pile and a small area of decking renewed.

Launch Jetties: One pile was renewed in A Jetty and some repairs made to the lower sections of landing steps on the western side. Additional seating was provided for passengers awaiting launches.

No. 2 Jetty: 37 bearing piles have been renewed together with 42 ft. of pile cap; 16 deck beams and 4 hanging fenders. The single crane track was renewed over a length of 210 ft.

No. 6 Jetty: One deck beam was renewed and also lower and upper decking over 180 and 258 sq. ft. respectively. Four raking piles were refastened on the eastern side of the jetty and the twin rails on the crane girder renewed over a length of 74 ft.

Nos. 6-7 Breastworks: Widening was commenced in May and completed in August. The area of new breastwork built was 6,090 sq. ft.

No. 7 Jetty: Test prickings were taken to the west of this jetty to provide information in connection with the proposed widening of the jetty and associated dredging.

Low Level Breastwork: Additional mooring bitts for trawlers and wharfside ladders were installed.

No. 4 Breastwork: Repairs were made to the retaining wall by placing 26 cu. yds. of rubble and 25 cu. yds. of concrete.

Oil Wharf: The watchhouse was relocated at the approach to the wharf. On two occasions this wharf suffered damage and repairs were made to fendering, campsheares, deckbeams, decking and landing steps. An area of 160 sq. ft. was decked over to facilitate the handling of mooring springs.

Outlying Jetties: Alterations to Purau Jetty were completed in February. Repairs to other jetties were mostly confined to decking and landing steps at Ripa Island, Governors Bay and Diamond Harbour. At Diamond Harbour the two waiting rooms were repaired and repainted.

Slipway and Trailer Ramp: In October this ramp was extended by 8 ft. into deeper water to facilitate the recovery of small craft.

Graving Dock and Patent Slipway: The pumping machinery was maintained in good order, requiring only maintenance of a routine character. At the slipway some of the adjustable hardwood arms on the cradle were renewed. A new gypsy was cast and fitted to the slip winch and new chains procured and fitted for both up and down haul.

ELECTRIC CRANES, CAPSTANS, MOBILE CRANES AND PLANT

Routine maintenance was carried out on electric cranes at an average of 12 cranes per month and to electric capstans at an average of 1.92 per month. In addition, one Clyde crane was fully overhauled, de-scaled and painted and recommissioned on No. 6 Jetty west; one Wellman crane on No. 1 Breastwork was overhauled and put into commission on No. 3 Jetty east. Two Arrol cranes were dismantled, overhauled, painted and fitted with manual clutch control gear. A Clyde crane on Gladstone Pier was removed to No. 1 Breastwork for structural repairs in September. Four electric capstans were overhauled during the year.

Mobile cranes and other mobile plant were maintained in good order.

The average number of electric cranes engaged daily at 8 a.m. on working days throughout the year was 20.6 compared with 19.8 for the previous year.

New Wharf Cranes: The erection of the four Babcock and Wilcox 5 ton cranes was completed in August, the cranes being taken over on 17th June, 3rd and 15th July and 7th August respectively. Three of the cranes have been transferred to No. 2 Jetty east.

ELECTRICAL RETICULATION AND SUBSTATION

At the substation and on the wharves all oil circuit breakers were maintained in good order. Switch gear was installed in the new substation to the west of the Cool Stores together with a 500 KVA transformer which was connected to the supply at the end of February. Associated power factor correction equipment was also installed in the vicinities of Gladstone Pier and No. 3 Jetty and performed with beneficial results.

COOL STORES

The refrigerating machines, pumps and ammonia condensers were well maintained. The ammonia liquid and gas return pipes leading to No. 1A Cheese Room were cleaned by sandblasting and re-insulated. To facilitate the handling of butter to or from No. 8 room in wet weather the verandah was extended to link up with the new wet weather shelter. Extensive repairs were made to No. 5A room (top floor) and No. 8 room which were completely re-insulated.

BUILDINGS

Wet Weather Shelter: This building erected for the Waterfront Industry Commission was completed and taken over from the Contractor in June. .

All buildings in the vicinity of the dock were repaired and painted and in the dock store a concrete floor was laid. An extension was made to the sawmill building to provide more adequate room. The Harbour Department store on No. 1 Jetty was painted.

Mechanical Workshop: Adequate amenities for the workshop staff were completed together with the provision of a septic tank at the south end of the workshop. Prestressed concrete columns and beams to carry the overhead travelling crane rails have been erected. During February a new Asquith radial drill was received and put into commission.

In addition to the overhaul of mobile plant of all descriptions the workshop has produced substantial quantities of ironwork for wharf construction. A new 12in. power hacksaw was installed.

Supply Store: Additional storage space was provided by the construction of a raised platform 360 sq. ft. in area at a height of 8 ft. at the north-western end of the store.

AIDS TO NAVIGATION

Fairly extensive repairs were made to the towers of both the dredged channel lights and new lanterns and gas flashers of modern design were installed.

The A.G.A. flashing and whistling buoy was removed from its station in March for overhaul. It was returned to its station in April. A new mooring bridle chain, swivel and pendant chain were fitted. Other flashing lights have been maintained in good order.

CAR PARK

Temporary concrete kerbing was laid on the parking area and traffic signs erected here and on the overbridge.

NAVAL POINT RECLAMATION

680 cu. yds. of hardfill and 376 cu. yds. of crushed metal were spread to improve roads and access to timber stacks for mobile cranes and trucks. In the vicinity of the Oil Wharf two coat bitumen seal was applied to the access road over an area of 1,419 sq. yds.

EASTERN EXTENSION

RECLAMATION :

Drilling through the recently placed rubble fill was carried out at 7 sites, indicating satisfactory depth penetration of the rubble into the harbour bed. Surveys of reference marks were continued throughout the year to observe the effects of consolidation of the fill and underlying material. The embankment adjacent to Gladstone Pier was extended to 500 feet from the root of the Pier and thence in a westerly direction to join the eastern side of the Pier. Subsequent to alterations to rail track work tipping commenced from the "knuckle" of the Pier. Regular surveys of reference marks on the Pier showed a horizontal movement of up to $\frac{1}{2}$ in. to have taken place and in view of the known delicate state of equilibrium tipping was discontinued to allow further dredging to be carried out thereby correcting this movement.

The southern wall of the reclamation was extended to 2,300 ft. by November, 1962 and tipping has been discontinued in this area, sufficient reclamation having been formed to allow construction of the three proposed transit sheds.

35 settlements were promoted, 13 being in the reclamation and 22 in the embankment adjacent to Gladstone Pier.

BREASTWORK WHARF :

180 piles were driven, completing caps to bay 34 and beams to bay 33. The tie-back wall for the wharf was constructed up to bay 39.

PLANT

PLANT :

The reduction in quarrying operations enabled the following items of plant to be sold:

- 54 R.B. face shovel.
- 5 Euclid dump trucks.
- 1 waggon drill.
- 2 Halco Mark II drills

The D8 bulldozer was carried down by a subsidence on the approach embankment adjacent to Gladstone Pier. It was recovered by divers and lifted by the "Rapaki" and overhauled.

During the year the following plant was purchased:

- Secondhand straddle tractor for handling piles.
- 5 ton Scotch derrick crane for work along the new wharf.
- Cantilever pile driver.
- Hamilton 5 ton mobile crane.

QUARRIES :

During the year the following material was quarried:

Rubble and Hardfill	....	....	....	210,000 cu. yds.
"B" Class Facing Stone	....	....	....	30,000 cu. yds.
"A" Class Facing Stone	....	....	....	6,000 cu. yds.

The total stone to date, 30th September, 1963, placed in the Reclamation and Breakwater or used for crushed metal, was 3,622,000 cu. yards. 3,800 cu. yds. of crushed metal were produced for road metal, making a total of 81,800 cu. yds. In addition 187,000 cu. yds. of surcharge were removed and placed in the reclamation making a total surcharge removed to date (30.9.63) of 247,000 cu. yds.

ELEVATED ROADWAY :

The elevated roadway was opened for traffic on the 15th December, 1963.

DREDGING, NEW WORKS :

Dredgers "Peraki" and "Canterbury" removed a total of 1,000,799 tons in situ material from the New Works.

ACKNOWLEDGMENTS

I wish to thank the Chairman and Members of the Board for their consideration, the other Officers of the Board for their co-operation and the Staff of the Department for their willing efforts at all times.

Yours faithfully, J. A. CASHIN,
F.R.S.A., M.I.C.E., M.I.Mech.E., F.N.Z.I.E:

Engineer-in-Chief.

Harbour Master's Office,
Lyttelton Harbour Board, Lyttelton,
22nd November, 1963.

HARBOUR MASTER'S ANNUAL REPORT

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,
I have the honour to present the following report on the Harbourmaster's Department for the year ending 30th September, 1963. Last year's figures are given in parenthesis.

SHIPPING

	Vessels	Gross Tonnage
Vessels Piloted in and out of Inner Harbour	407 (437)	3,486,135 (3,770,636)
Vessels Berthed in Inner Harbour:		
Coastal and Inter-Colonial	901 (974)	3,102,371 (3,069,712)
Other Vessels, Navy, etc.	50 (38)	194,778 (163,500)
Total number of Vessels and Tonnage for year	1,358 (1,449)	6,783,284 (7,003,848)
Decrease in number of Overseas Vessels and Gross Tonnage	30	284,501
Increase in number of Inter-Colonial Vessels and Gross Tonnage	12	45,521
Decrease in number of Coastal Vesels and Coastal Gross Tonnage	85	12,862
Increase in number of Navy and other Vessels and Gross Tonnage	12	31,278
Overall decrease in number of Vessels and Gross Tonnage	91	220,564

Piloted vessels arriving or departing direct from or for overseas ports:

Ports	Arrivals	Departures
United Kingdom	1 (6)	9 (6)
Australian	4 (4)	6 (5)
Singapore, Curacao (Tankers)	17 (27)	2 (2)
Geelong (Tankers)	13 (4)	6 (2)
Suva	3 (2)	3 (1)
Antarctica	13 (15)	14 (16)
U.S.A.	12 (13)	2 (7)
Nauru and Makatea	(14)	
Japan		1
Panama	2	1
Dunkirk		2 (1)
Malaya		1
South Africa		1 (1)
Aden		1 (2)
Singapore	1	
Papeete		1

VISITS OF NAVAL VESSELS

H.M.N.Z.S. "Rotorua" 11-15th October, 1962.
H.M.S. "Tiger" 15-18th October, 1962.
H.M.A.S. "Vampire" 27-30th October, 1962.
H.M.N.Z.S. "Endeavour" 19th-22nd December, 1962.
H.M.N.Z.S. "Endeavour" 20th-22nd January, 1963.
H.M.N.Z.S. "Endeavour" 20th-23rd February, 1963.
H.M.N.Z.S. "Pukaki" 22nd-25th August, 1963.
U.S.S. "Hissam" 17th September, 1963.
H.M.N.Z.S. "Royalist" 26-30th September, 1963.

VISITS OF TOURIST VESSELS

The R.M.S. "Orion" was the only tourist vessel to visit Lyttelton during the year, arriving and sailing on the same day, 29th December, 1962.

TUGS "LYTTTELTON" AND "LYTTTELTON II"

Both tugs have been thoroughly maintained and are in good order and condition. All towing, fire fighting and salvage equipment is kept in good order and condition.

Bunker coal consumed by the tugs during the period was 1,050 tons (1,112).

Summary of work performed:

Overseas vessels assisted in	....	....	....	....	401	(448)
Overseas vessels assisted out	....	....	....	....	368	(375)
Overseas vessels assisted to shift	....	....	....	....	96	(60)
Inter-Colonial vessels assisted	....	....	....	....	45	(41)
Vessels assisted to Dock	....	....	....	....	24	(30)

In addition to the above the Tugs shift the Board's plant whenever necessary.

S.S. "PAPAROA"

Tug "Lyttelton II" proceeded to Port Chalmers on the 31st August to assist the above vessel into the harbour and also into dry dock; she returned to Lyttelton on 3rd September.

M.V. "HOLMBANK"

Tug "Lyttelton II" proceeded to the assistance of the above vessel at Peraki Point on the south side of Banks Peninsula on 21st September. Unfortunately the "Holmbank" was a total loss and the tug returned to Lyttelton on 22nd September.

NAVIGATIONAL AIDS

These have been maintained in good order and condition. Main lead beacons, second reach leads and channel extremity beacons, steps at the wharves, all wharf ends and rounding on the moles have been painted.

The whistling buoy is operating satisfactorily, being relieved by the buoy obtained for that purpose.

FIRE FIGHTING

Fire fighting drills are carried out by the crews of the Tugs and Pilot Cutter, "Wairangi". Inspections are carried out periodically of all equipment by an officer from the Christchurch Fire Brigade. They have given wonderful service, testing hoses, attaching couplings on hose lengths and have given much needed advice on smoke helmet usage and maintenance.

GRAVING DOCK AND SLIP

The Dock has accommodated 24 (27) vessels including 10 (5) of the Board's plant. The slip has accommodated 35 (43) vessels including 12 (8) of the Board's plant.

SLIPWAY FOR LAUNCHING OF TRAILER-BORNE CRAFT

This is very popular with the public; many speed boats and small yachts are launched from it during the summer months.

TELEPHONES

These have been in constant use.

LIFE SAVING EQUIPMENT

The life saving equipment in the Inner Harbour is inspected frequently, the outlying jetties every three months. All are in good order and condition.

BERTHAGE

Although there was a decrease of 91 in the number of vessels visiting the Port, berthage was taxed at times, especially when berths are put out of commission when maintenance work is required.

"DEEP FREEZE"

These vessels visited the Port to refuel, load cargo and give liberty to the crews.

YACHT MOORINGS

All moorings are occupied, but there are still 52 on the waiting list, an increase of 9 over last year.

PILOT CUTTER "WAIRANGI"

This vessel continues to give excellent service and assists many small vessels to berth. All equipment is kept in good order and condition. The "Wairangi" has become very popular with school children, being part of the organised tour of the Port. Many hundreds of children see the Inner Harbour and Harbour Extension in this way.

SIGNAL TOWER

The radio-telephone, stand-by electric plant, remote control to Harbourmaster's Office are all operating satisfactorily.

PILOT EXEMPTIONS

14 (14) Pilotage Exemption Examinations were held and certificates issued; 14 (5) extensions were issued.

FUEL OIL BUNKERING

155 (160) vessels were bunkered at the Oil Wharf and Cattle Jetty.

CRANESHIP "RAPAKI"

Total number of lifts	401	(287)
Tonnage of lifts	4,327	(3,175½)
Earnings	£8,884	(£7,722)

BREECH BUOY EXERCISES

As requested by the Marine Department these are held approximately every six months with the Timaru Harbour Board at Orari Gorge where the full exercise is carried out. Two have been held during the period, representatives of the Police from Christchurch and Timaru, St. John's Ambulance, Deer Stalkers Association and Mountaineering Clubs attend.

SCHOOL CHILDREN VISITING THE PORT

Many hundreds of school children, even from the North Island and as far south as Winton, visit the Port during the year and with a properly organised tour arranged it has become very popular.

ACKNOWLEDGMENTS

I desire to express my appreciation to the Chairman and Members of the Board for their consideration at all times, to acknowledge the assistance of Executive Officers and express my thanks to the Officers and Staff of my Department for their loyalty and assistance throughout the year.

Yours faithfully,

A. R. CHAMPION, Harbour Master.

ACCOUNT

PAYMENTS																	
																£	£
Deposits Refunded	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		6,469
Interest accrued to 30th September, 1962 transferred to Harbour Fund	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		845
Balance at 30th September, 1963—																	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	14	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	39,640	
																39,640	39,654
																	£46,969

FUND	CASH	ACCOUNT
100	100	100
200	200	200
300	300	300
400	400	400
500	500	500
600	600	600
700	700	700
800	800	800
900	900	900
1000	1000	1000
1100	1100	1100
1200	1200	1200
1300	1300	1300
1400	1400	1400
1500	1500	1500
1600	1600	1600
1700	1700	1700
1800	1800	1800
1900	1900	1900
2000	2000	2000
2100	2100	2100
2200	2200	2200
2300	2300	2300
2400	2400	2400
2500	2500	2500
2600	2600	2600
2700	2700	2700
2800	2800	2800
2900	2900	2900
3000	3000	3000
3100	3100	3100
3200	3200	3200
3300	3300	3300
3400	3400	3400
3500	3500	3500
3600	3600	3600
3700	3700	3700
3800	3800	3800
3900	3900	3900
4000	4000	4000
4100	4100	4100
4200	4200	4200
4300	4300	4300
4400	4400	4400
4500	4500	4500
4600	4600	4600
4700	4700	4700
4800	4800	4800
4900	4900	4900
5000	5000	5000
5100	5100	5100
5200	5200	5200
5300	5300	5300
5400	5400	5400
5500	5500	5500
5600	5600	5600
5700	5700	5700
5800	5800	5800
5900	5900	5900
6000	6000	6000
6100	6100	6100
6200	6200	6200
6300	6300	6300
6400	6400	6400
6500	6500	6500
6600	6600	6600
6700	6700	6700
6800	6800	6800
6900	6900	6900
7000	7000	7000
7100	7100	7100
7200	7200	7200
7300	7300	7300
7400	7400	7400
7500	7500	7500
7600	7600	7600
7700	7700	7700
7800	7800	7800
7900	7900	7900
8000	8000	8000
8100	8100	8100
8200	8200	8200
8300	8300	8300
8400	8400	8400
8500	8500	8500
8600	8600	8600
8700	8700	8700
8800	8800	8800
8900	8900	8900
9000	9000	9000
9100	9100	9100
9200	9200	9200
9300	9300	9300
9400	9400	9400
9500	9500	9500
9600	9600	9600
9700	9700	9700
9800	9800	9800
9900	9900	9900
10000	10000	10000

Balance at 30th September, 1963—															£			£
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....	....	....	104,450			
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	....	98,607			
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	768			
															<hr/>			
Amount of Fund at 30th September, 1963	....	....	....	....	....	....	....	....	....	....	....	....	....	....				203,826
																		<hr/> £203,826

FUND CASH ACCOUNT

															£	£
Repayment of Advance from General Cash Account for Year ended 30th September,																
1962	....	....	....	....	....	....	....	....	....	....	....	....	....	....		50,476
Expenditure on New Cranes	....	....	....	....	....	....	....	....	....	....	....	....	....	....		124,880
Balance at 30th September, 1963—																
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....	....	....	71,865	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	....	45,940	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	253	
Amount of Fund at 30th September, 1963	....	....	....	....	....	....	....	....	....	....	....	....	....	....	<u>118,058</u>	
																<u>£293,415</u>

RENEWAL FUND CASH ACCOUNT

	£	£
Balance at 30th September, 1963—		
Investments at par value in Custody of Bank	30,160	
Mortgage	6,000	
Fixed Deposits	105,000	
Cash at Bank of New Zealand	28	
	<hr/>	
Amount of Fund at 30th September, 1963		141,188
		<hr/> £141,188

FUND CASH ACCOUNT

														£	£
Balance at 30th September, 1963—														83,560	
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....		7,615	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....		272	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....		<u> </u>
Amount of Fund at 30th September, 1963	....	....	....	....	....	....	....	....	....	....	....	....			91,448
															<u>£91,448</u>

FUND CASH ACCOUNT

	£	£
Repayment of Advance from General Cash Account for Year ended 30th September, 1962	350	
Fire Premia	1,337	
Balance at 30th September, 1963—		
Investments at par value in Custody of Bank	72,445	
Fixed Deposits	3,588	
Cash at Bank of New Zealand	250	
Amount of Fund at 30th September, 1963	76,284	
	£77,971	

Transfer from Loans Repayment Account	1,540
													<u>£1,540</u>

No. 6 Part I. 1/7/62—£300,000.

															£
Balance at 1st October, 1962	....	....	....	....	....	....	....	....	....	....	....	....	....	....	646,864
Proceeds from Sale of Stock	....	....	....	....	....	....	....	....	....	....	....	....	....	....	242,610
Sale of Plant, Rubble and Metal	....	....	....	....	....	....	....	....	....	....	....	....	....	....	34,089
															<hr/> £923,563

£250,000—Issue of

															£
Balance at 1st October, 1962	....	....	....	....	....	....	....	....	....	....	....	....	....	....	183,306
Grant by New Zealand Railways Department				....	....	....	....	....	....	....	....	....	....	....	5,000
															<hr/> £188,306

No. 1 1/8/63—

[illegible]

	PAYMENTS	£	£
Interest on—			
£350,000 No 7 Wharf and Breastworks Loan—			
First Instalment	**** **** **** **** **** **** **** **** **** **** **** **** **** ****	1,340	
Second Instalment	**** **** **** **** **** **** **** **** **** **** **** **** **** ****	200	
		1,540	1,540
			£1,540

Board Loan and Empowering Act, 1955")

1/11/1958—£250,000. No. 3 Part II. 1/6/1959—£150,000.

31/12/1959—£100,000. No. 4 Part II. 1/4/1960—£150,000.

1/9/60—£50,000. No. 4 Part V. 1/9/60—£100,000.

1/8/1961—£100,000. No. 5 Part III. 1/3/1962—£300,000.

No. 6 Part II, 1/11/62—£200.000

	£	£
Repayment of Advance from General Cash Account—		
For year ended 30th September, 1962	159,458	
Expenditure on Harbour Extension for year ended 30th September, 1963	405,571	
Balance at 30th September, 1963—		
Fixed Deposits	348,808	
Cash at Bank of New Zealand	9,724	
		358,533
		£923,563

Board Empowering Act, 1952")

£175,000, 22/12/59

														£	£
Repayment of Advance from General Cash Account—															
For year ended 30th September, 1962	....	....	....	....	....	....	....	....	....	....	....	....			70,245
Expenditure for year ended 30th September, 1963	....	....	....	....	....	....	....	....	....	....	....	....			29,592
Balance at 30th September, 1963—															
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....		88,453	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....		<u>15</u>	
															88,468
															<u>£188,306</u>

Board Loan and Empowering Act, 1962")

£350,000

Expenditure on Widening of Breastwork between Nos. 6 and 7 Jetties for year ended 30th September, 1963	£	13,862
Expenditure on Widening of No. 7 Jetty for year ended 30th September, 1963	4,407	
Balance at 30th September, 1963—		
Fixed Deposits	321,579	
	<u>£339,850</u>	

XI.—LOANS REPAYMENT
(Under Authority, Section 5, "Lyttelton Harbour

													£	£
Balance as at 1st October, 1962	....	....	....	....	....	....	....	....	....	....	....	....		1,021,118
Interest on Loan Moneys Deposited	....	....	....	....	....	....	....	....	....	....	....	....		39,080
Interest etc., on Investments		....	....	....	....	....	....	....	....	....	....	....	38,760	
Less Bank Charges	....	....	....	....	....	....	....	....	....	....	....	....	3	
Annual Transfer from General Cash Account		....	....	....	....	....	....	....	....	....	....	....		38,756
Transfer from General Cash Account on account of Harbour Improvement Rate	....	....	....	....	....	....	....	....	....	....	....	....		110,630
														161,197

CASH ACCOUNT

Board Loan and Empowering Act, 1955.")

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan, 1952—			
First Instalment £100,000:			
Repayment of Principal	7,000		
Interest Transferred to Interest Account	1,340		
Second Instalment £50,000:			
Repayment of Principal	5,000		
Interest transferred to Interest Account	200		
Third Instalment £50,000:			
Repayment of Principal	5,000		
Interest	831		
Fourth Instalment £100,000:			
Repayment of Principal	4,000		
Interest	3,914		
		27,285	
£600,000 Dredge Loan, 1957:			
First Instalment £200,000:			
Repayment of Principal	7,900		
Interest	7,831		
Second Instalment £120,000:			
Repayment of Principal	4,800		
Interest	4,684		
Third Instalment £80,000:			
Interest	1,731		
Fourth Instalment £200,000:			
Interest	10,000		
		36,947	
£4,663,000 Port Development Loan 1956:			
£250,000 Port Development Loan No. 1:			
Repayment of Principal	10,000		
Interest	5,778		
£500,000 Port Development Loan No. 2:			
Part I. £100,000:			
Repayment of Principal	35,000		
Interest	5,000		
Part II. £250,000:			
Repayment of Principal	9,151		
Interest	10,766		
Part III. £150,000:			
Interest	7,500		
£500,000 Port Development Loan No. 3:			
Part I. £250,000:			
Interest	12,500		
Part II. £150,000:			
Interest	7,500		
Part III. £100,000:			
Repayment of Principal	10,000		
Interest	3,687		
£500,000 Port Development Loan No. 4:			
Part I. £100,000:			
Interest	5,000		
Part II. £150,000:			
Interest	7,500		
Part III. £100,000:			
Interest	5,000		
Part IV. £50,000:			
Repayment of Principal	1,164		
Interest	2,317		
Part V. £100,000:			
Interest	4,878		
£500,000 Port Development Loan No. 5:			
Part I. £100,000:			
Repayment of Principal	1,091		
Interest	4,947		
Part II. £100,000:			
Interest	5,129		
Part III. £300,000:			
Repayment of Principal	20,000		
Interest	15,195		
£500,000 Port Development Loan No. 6:			
Part I. £300,000:			
Repayment of Principal	20,000		
Interest	14,162		
Part II. £200,000:			
Repayment of Principal	1,105		
Interest	3,648		
		228,024	
£2,500,000 Inner Harbour Modernisation Loan, 1962:			
£350,000 Instalment No. 1:			
Interest	506		
		506	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956:			
Issue of £175,000:			
Repayment of Principal	2,900		
Interest	8,407		
		11,307	304,072
Balance as at 30th September, 1963:			
Investments at par value in custody of Bank		833,940	
Fixed Deposits		231,490	
Cash at Bank of New Zealand		1,279	
			1,066,710
			£1,370,783

XII.—LOANS REPAYMENT

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan—			
Repayment of Principal	21,000		
Interest	6,285	27,285	
£600,000 Dredge Loan—			
Repayment of Principal	12,700		
Interest	24,247	36,947	
£4,663,000 Port Development Loan, Nos. 1, 2, 3, 4, 5 and 6—			
Repayment of Principal	107,511		
Interest	120,513	228,024	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan—			
Repayment of Principal	2,900		
Interest	8,407	11,307	
£2,500,000 Inner Harbour Modernisation Loan—			
Interest	506	506	
Balance as at 30th September, 1963			304,072
			1,066,710
			£1,370,783

XIII.—STATEMENT

ACCOUNTS	DR. £
Harbour Fund General Account	308,071
Contractors' Deposit Account	39,654
Special Renewal Fund Account	203,826
Special Crane Renewal Fund Account	118,058
Special Floating Plant Renewal Fund Account	141,188
Special Accident Insurance Fund Account	91,448
Special Fire Insurance Fund Account	76,284
Port Development Loan Account	358,533
Motor Vehicle Parking Area and Elevated Roadway Loan Account	88,468
Inner Harbour Modernisation Loan Account	321,579
Loans Repayment Account	1,066,710
	£2,813,825

OF BALANCES

BANK, ETC.														£	CR. £
Harbour Fund General Account—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	25,989	
Cash on Hand	****	****	****	****	****	****	****	****	****	****	****	****	****	30	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	351,849	
														377,868	
Less Unpresented Cheques	****	****	****	****	****	****	****	****	****	****	****	****	****	69,797	308,071
Contractors' Deposit Account—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	14	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	39,640	39,654
Special Renewal Fund—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	768	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	203,058	203,826
Special Crane Renewal Fund—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	253	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	117,805	118,058
Special Floating Plant Renewal Fund—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	28	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	141,160	141,188
Special Accident Insurance Fund—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	272	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	91,175	91,448
Special Fire Insurance Fund—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	250	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	76,033	76,284
Port Development Loan Account—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	9,724	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	348,808	358,533
Motor Vehicle Parking Area and Elevated Roadway Loan Account—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	15	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	88,453	88,468
Inner Harbour Modernisation Loan Account—															
Investments	****	****	****	****	****	****	****	****	****	****	****	****	****		321,579
Loans Repayment Account—															
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	1,279	
Add Investments	****	****	****	****	****	****	****	****	****	****	****	****	****	1,065,430	1,066,710
														£2,813,825	

HARBOUR BOARD

for the year ended 30th September, 1963

ACCOUNT

Year Ended 30/9/62 £	INCOME													£
60,619	Berthage	....	....	....	....	....	....	....	....	....	....	....	....	65,640
3,396	Coir Springs	....	....	....	....	....	....	....	....	....	....	....	....	3,296
15,954	Electric Light Charges	....	....	....	....	....	....	....	....	....	....	....	....	15,771
2,264	Fenders	....	....	....	....	....	....	....	....	....	....	....	....	2,292
171	Fines and Penalties	....	....	....	....	....	....	....	....	....	....	....	....	137
7,297	Graving Dock Charges	....	....	....	....	....	....	....	....	....	....	....	....	6,737
7,722	Hire of Craneship "Rapaki"	....	....	....	....	....	....	....	....	....	....	....	....	8,884
87,908	Hire of Electric Cranes	....	....	....	....	....	....	....	....	....	....	....	....	94,822
11,738	Hire of Mobile Cranes	....	....	....	....	....	....	....	....	....	....	....	....	11,060
826	Hire of Pilot Launch	....	....	....	....	....	....	....	....	....	....	....	....	1,382
523	Hire of Plant	....	....	....	....	....	....	....	....	....	....	....	....	377
1,163	Interest	....	....	....	....	....	....	....	....	....	....	....	....	1,832
37	Licenses	....	....	....	....	....	....	....	....	....	....	....	....	586
817	Patent Slip Charges	....	....	....	....	....	....	....	....	....	....	....	....	540
70,725	Pilotage	....	....	....	....	....	....	....	....	....	....	....	....	65,498
42	Pilotage Exemption Certificates	....	....	....	....	....	....	....	....	....	....	....	....	50
62,687	Port Charges	....	....	....	....	....	....	....	....	....	....	....	....	59,143
26,502	Rents	....	....	....	....	....	....	....	....	....	....	....	....	26,791
445	Sale of By-Laws and Specifications	....	....	....	....	....	....	....	....	....	....	....	....	195
3,876	Ships' Lines	....	....	....	....	....	....	....	....	....	....	....	....	3,519
10,581	Storage Charges, Butter, Cheese, etc.	....	....	....	....	....	....	....	....	....	....	....	....	9,034
6,931	Storage Charges, Grain and General	....	....	....	....	....	....	....	....	....	....	....	....	5,947
1,042	Telephone Charges	....	....	....	....	....	....	....	....	....	....	....	....	872
33,688	Towage	....	....	....	....	....	....	....	....	....	....	....	....	33,981
258,951	Wharfage on Goods	....	....	....	....	....	....	....	....	....	....	....	....	265,114
620	Yacht and Fishing Boat Mooring Fees, etc.	....	....	....	....	....	....	....	....	....	....	....	....	1,055

£676,534

£684,570

ACCOUNT

1962														£
£														
144,208	Balance transferred from Revenue Account	....	....	....	....	....	....	....	....	....	....	....	....	137,539
35	Sale of Timber x No. 7 Jetty and Breastworks	....	....	....	....	....	....	....	....	....	....	....	....	275
4,000	Share of Cost of Centennial Hall, Waterfront Industry Commission	....	....	....	....	....	....	....	....	....	....	....	....	4,000
50,476	Transfer from Special Crane Renewal Fund on account New Cranes	....	....	....	....	....	....	....	....	....	....	....	....	124,880
30,907	Transfer from Special Floating Plant Renewal Fund on account Dredge "Peraki"	....	....	....	....	....	....	....	....	....	....	....	....	—
43,244	Balance being Excess of Expenditure over Income for year	....	....	....	....	....	....	....	....	....	....	....	....	30,001

£272,871

£296,696

XV.—BALANCE SHEET AS AT

Year ended 30/9/62		LIABILITIES												
£	£	Capital—										£	£	£
	3,141,422	Public Debt as per Statement No. XVI.	....	....	....	....	....	....	....	....	....		3,579,770	
687,549		Loan Repayment Reserve	....	....	....	....	....	....	....	....	....	799,187		
111,638		Add Repayments during year	....	....	....	....	....	....	....	....	....	144,111		
	799,187												943,299	
1,335,903		Capital Provided from Revenue as at 1st October, 1962	....	....	....	....	....	....	....	....	....	1,485,244		
149,340		Add Transfer from Appropriation Account	....	....	....	....	....	....	....	....	....	162,947		
	1,485,244												1,648,191	
	5,425,854													6,171,261
Special Reserve Funds—														
87,368		Accident Insurance Fund	....	....	....	....	....	....	....	....	....		91,448	
211,253		Crane Renewal Fund	....	....	....	....	....	....	....	....	....		118,058	
74,275		Fire Insurance Fund	....	....	....	....	....	....	....	....	....		76,284	
135,974		Floating Plant Renewal Fund	....	....	....	....	....	....	....	....	....		141,188	
195,105		Renewal Fund	....	....	....	....	....	....	....	....	....		203,826	
	703,976													630,807
	1,036,400	Loans Repayment Account	....	....	....	....	....	....	....	....	....			1,066,710
Current Liabilities—														
29,545		Harbour Fund General Account	....	....	....	....	....	....	....	....	....		—
37,711		Contractors' Deposits	....	....	....	....	....	....	....	....	....		39,654	
8,939		Sundry Creditors	....	....	....	....	....	....	....	....	....		27,665	
112		Payments in Advance	....	....	....	....	....	....	....	....	....		856	
129		Unclaimed Moneys	....	....	....	....	....	....	....	....	....		134	
		Deducted as per Contra	....	....	....	....	....	....	....	....	....		£68,309	
£76,440														
	£7,166,230													£7,868,779

The Audit Office having made such examination as was considered necessary, certifies that in its opinion, the above Balance Sheet and accompanying Accounts are correct.

(Signed) T. I. BENGE,
for Assistant Controller and Auditor-General.

NOTE.—Shillings and pence included in the original certified accounts have been omitted.

I Hereby Certify that the foregoing Accounts and Balance Sheet were examined and adopted by the Lyttelton Harbour Board at a Special Meeting of the Board held at Christchurch on 4th March, 1964.

(Signed) A. A. MACFARLANE,
Chairman.

XVI.—STATEMENT OF PUBLIC DEBT

LOAN	Interest	Amount Authorised	Amount Raised	Amount Repaid	Balance Out- standing	Maturity Date	Particulars of Repayment
£350,000 No. 7 Wharf and Breastworks Loan, 1952 (Lyttelton Harbour Board Empowering Act, 1951)							
First Instalment	4 %	300,000	100,000	70,000	30,000	1. 2.1968	Annual Redemptions of £7,000.
Second Instalment	4 %		50,000	50,000	...	1. 9.1963	Annual Redemptions of £5,000.
Third Instalment	4½ %		50,000	35,000	15,000	1. 3.1966	Annual Redemptions of £5,000.
Fourth Instalment	4½ %		100,000	22,700	77,300	1.11.1976	Half-yearly Instalments of Principal & Interest.
£600,000 Dredge Loan, 1957 (Lyttelton Harbour Board Loan Act, 1956)		600,000					
First Instalment	4½ %		200,000	45,300	154,700	1. 2.1977	Half-yearly Instalments of Principal & Interest.
Second Instalment	4½ %		120,000	27,500	92,500	31.12.1976	Half-yearly Instalments of Principal & Interest.
Third Instalment	4½ %		18,330	18,330	...	31. 5.1962	Repaid on Maturity Date.
	4½ %		26,750	26,750	...	31. 5.1962	Repaid on Maturity Date.
	4½ %		3,600	...	3,600	31. 5.1965	Repayable on Maturity Date.
	5 %		26,620	...	26,620	31. 5.1965	Repayable on Maturity Date.
	4½ %		4,700	...	4,700	31. 5.1969	Repayable on Maturity Date.
	5 %		200,000	...	200,000	1. 8.1987	Repayable on Maturity Date.
£4,663,000 Port Development Loan, 1956 (Lyttelton Harbour Board Loan and Empowering Act, 1955)		3,250,000					
First Instalment, £250,000 (No. 1), 1956	4½ %		77,350	70,000	7,350	1. 7.1966	Annual Redemptions of £10,000.
	4½ %		69,900	69,900	...	1. 7.1961	Repaid on Maturity Date.
	4½ %		43,500	...	43,500	1. 7.1964	Repayable on Maturity Date.
	4½ %		59,250	...	59,250	1. 7.1968	Repayable on Maturity Date.
	5 %		35,000	35,000	...	30. 9.1963	Repaid on Maturity Date.
	5 %		55,000	...	55,000	30. 9.1967	Repayable on Maturity Date.
	5 %		10,000	...	10,000	30. 9.1992	Repayable on Maturity Date.
	5 %		250,000	41,553	208,446	30. 6.1978	Half-yearly Instalments of Principal & Interest.
	5 %		33,490	...	33,490	31. 7.1964	Repayable on Maturity Date.
	5 %		106,350	...	106,350	31. 7.1968	Repayable on Maturity Date.
	5 %		10,160	...	10,160	31. 7.1978	Repayable on Maturity Date.
	5 %		80,000	...	80,000	1.11.1964	Repayable on Maturity Date.
	5 %		118,400	...	118,400	1.11.1968	Repayable on Maturity Date.
	5 %		51,600	...	51,600	1.11.1978	Repayable on Maturity Date.
	5 %		50,000	...	50,000	1. 6.1965	Repayable on Maturity Date.
	5 %		77,170	...	77,170	1. 6.1969	Repayable on Maturity Date.
	5 %		22,830	...	22,830	1. 6.1979	Repayable on Maturity Date.
	4½ %		50,000	30,000	20,000	1.11.1969	Annual Redemptions of £10,000.
	5 %		33,000	...	33,000	31.12.1965	Repayable on Maturity Date.
	5 %		65,650	...	65,650	31.12.1969	Repayable on Maturity Date.
	5 %		1,350	...	1,350	31.12.1979	Repayable on Maturity Date.
	5 %		50,000	...	50,000	1. 4.1966	Repayable on Maturity Date.
	5 %		57,950	...	57,950	1. 4.1970	Repayable on Maturity Date.
	5 %		42,050	...	42,050	1. 4.1980	Repayable on Maturity Date.
	5 %		33,000	...	33,000	1. 7.1966	Repayable on Maturity Date.
	5 %		47,000	...	47,000	1. 7.1970	Repayable on Maturity Date.
	5 %		20,000	...	20,000	1. 7.1980	Repayable on Maturity Date.
	4½ %		50,000	3,330	46,669	1. 9.1985	Half-yearly Instalments of Principal & Interest.
	4½ %		20,000	...	20,000	1. 9.1966	Repayable on Maturity Date.
	4½ %		77,000	...	77,000	1. 9.1970	Repayable on Maturity Date.
	5 %		3,000	...	3,000	1. 9.1970	Repayable on Maturity Date.
Third Instalment, £500,000 (No. 3), 1958							
Fourth Instalment, £500,000 (No. 4), 1959							

**XVII.—LIST OF CONTRACTS ENTERED INTO BY THE LYTTELTON HARBOUR BOARD
DURING THE YEAR ENDED 30th SEPTEMBER, 1963**

Date Entered Into	Name of Contractor	Nature of Service or Supply	Date for Completion or Expiry	Amount of Contract
				£ s. d.
5th Dec., 1962	C. & A. Odlin Timber and Hardware Co. Ltd.	Hardwood Piles, Hewn and Sawn Timber	5th Dec., 1963	65,903 13 4
5th Dec., 1962	Packer & Jones Ltd.	Treated Timber Top Decking	5th Mar., 1964	5,638 6 11
5th Dec., 1962	Waimak Sawmills Ltd.	Treated Timber Top Decking	5th Mar., 1964	3,094 11 10
5th Dec., 1962	Butler Timber Co. Ltd.	Treated Timber Top Decking	5th Mar., 1964	3,092 16 0
3rd Apl., 1963	Iron & Steel Co. of N.Z. Ltd.	Steelwork for Harbour Extension	3rd Sept., 1963	5,863 14 3
3rd Apl., 1963	Iron & Steel Co. of N.Z. Ltd.	Plain Round Mild Steel Reinfor- cing Bars	3rd July, 1963	1,240 19 6
3rd Apl., 1963	Associated Electrical Indus- tries (N.Z.) Ltd.	2 Ring Main Tee-off Units	3rd Dec., 1963	2,092 0 0
1st May, 1963	Hamer Electrical Co. Ltd.	2 Low Voltage Switch Boards	10th July, 1963	2,952 0 0
1st May, 1963	Associated Electrical Indus- tries (N.Z.) Ltd.	1,100 Volt Electric Cable	10th July, 1963	6,490 15 11
21st Aug., 1963	International Harvester Co. of N.Z. Ltd.	Utility Truck	1st Oct., 1963	1,700 12 6
4th Sept., 1963	Rosenfeld Kidson & Co. Ltd.	Hardwood Piles, Hewn and Sawn Timber	4th Sept., 1964	40,184 1 3
4th Sept., 1963	John Calder Ltd.	Transit Shed	4th Sept., 1964	157,591 0 0
4th Sept., 1963	Harrisons & Crossfield (A.N.Z.) Ltd.	Wire Rope	Subject to obtaining Import Licence	2,176 17 2

XVIII.—PARTICULARS OF LEASES AND LICENCES GRANTED BY THE LYTTELTON HARBOUR BOARD

Name of Lessee	Number of Allotment	Locality	Area	Period of Lease or License	Expiry Date	Annual Rental	Remarks
			a. r. p.			£ s. d.	
Aitkens Ferries Ltd.	Bowser Site and Building	Launch, Jetty B	...	Temporary	...	58 0 0	Option of Renewal for further term.
Atlantic Union Oil Co. (N.Z.) Ltd.	Office	Port Building, Christchurch	...	7 Yrs. 2 Mths.	30th June, 1966	2,030 0 0	Option of Renewal for further term.
Atlantic Union Oil Co. (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	2 0 0	7 Years	3rd Jan., 1965	840 0 0	Option of Renewal for further term.
Berry, O.	Part Lot No. 1	Timeball Signal Station	...	Temporary	...	130 0 0	Option of Renewal for further term.
British Petroleum Co. (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	10 1 16.2	21 Years	30th Sept., 1968	2,329 0 8	Option of Renewal for further term.
British Phosphate Commrs.	Office	Port Building, Lyttelton	...	Yearly	31st July, 1967	134 0 0	Option of Renewal for further term.
Caltex Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	4 0 20	7 Years	14th Feb., 1964	1,567 10 0	Option of Renewal for further term of 7 years
Caltex Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	36.7	2 Yrs. 3 Mths.	14th Feb., 1964	108 0 0	Option of Renewal for further term.
Canty. Yacht and Motor Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	2 0 0	Option of Renewal for further term.
Champion, A. R.	Lot 1	Reserve Tce., Lyttelton	1 1	21 Years	16th Sept., 1982	22 0 0	Option of Renewal for further term.
Charteris Bay Yacht & Pwr. Bt Club	Site	Charteris Bay	35	14 Years	31st May, 1974	5 0 0	Option of Renewal for further term.
Collins, S. I.	Lot 3	Reserve Tce., Lyttelton	36.1	9 Years	31st Jan., 1967	4 0 0	Option of Renewal for further term.
Customs Department		Garage at Port Building, Lyttelton	...	Temporary	...	26 0 0	Terminable on 6 months notice on either side
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 0 30	7 Years	30th May, 1967	440 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 3 13.6	21 Years	31st Aug., 1967	366 5 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	17.9	11 Yrs. 3 Mths.	31st Aug., 1967	22 7 6	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 0 12.4	10 Years	31st Dec., 1968	452 11 0	Option of Renewal for further term.
Feron, P. & Sons Ltd.	Site	Low Level Breastwork	62ft. x 17½ft.	7 Years	31st Dec., 1964	50 0 0	Licencee to remove building on expiry of license
A. R. Guthrey & Co. Ltd.	Office	Port Building, Lyttelton	...	Temporary	...	110 0 0	Terminable on 6 months notice on either side
Helps, D. G.	Shed	Western Wharf, Port Levy	...	Temporary	...	1 0 0	Option of Renewal for further term.
Holden, D.	Lot 2	Reserve Tce., Lyttelton	1 6.3	21 Years	30th Sept., 1969	4 0 0	Option of Renewal for further term.
Holm & Co. Ltd.	Office	Coronation Hall	...	Temporary	...	26 0 0	Option of Renewal for further term.
L. R. Jefcoate	Site	Foreshore, Governors Bay	26	14 Years	30 Sept., 1976	10 0 0	Lease Terminated
Lack, J. N.	Dwelling	290 Oxford Tce., Christchurch	20	Temporary	18th May, 1963	260 0 0	Option of Renewal for further term
Lichfield (N.Z.) Ltd.	Conc. to Watern.	Lyttelton	...	10 Years	23 Nov., 1972	70 0 0	Terminable on three months' notice on either side
Lyttelton Borough Council	Site for Elec-trical Sub-stn.	Naval Point Reclamation Area	12ft. x 10ft.	...	...	0 1 0	Terminable by Board on three months' notice
Lyttelton Engineering Co. Ltd	Site	Near Patent Slip	30	14 Years	31st Mar., 1975	130 0 0	Terminable by Board on three months' notice
Lyttelton Fishermen's Association	Office Site	No. 7 Breastwork	...	Temporary	...	26 0 0	Option of Renewal for further term
Lyttelton Sea Scouts	Store	Foreshore (near Dock)	...	Temporary	...	1 0 0	Option of Renewal for further term
Lyttelton Sea Scouts	Staging	Foreshore (near Dock)	...	Temporary	...	1 0 0	Option of Renewal for further term
Malcouronne Wood & Chaplin	Office	Port Building, Lyttelton	...	Yearly	30th Sept., 1964	96 0 0	Option of Renewal for further term
Mobil Oil New Zealand Ltd.	Part Lot 1	Reclaimed Land, Dampier's Bay	2 1 27	7 Years	16th July, 1968	1,607 0 0	Option of Renewal for further term
Mobil Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	2 2 16.6	10 Years	31st July, 1966	1,301 17 6	Option of Renewal for further term
Mobil Oil New Zealand Ltd.	Petrol B'wr. St.	Low Level Breastwork	...	Temporary	...	6 0 0	Option of Renewal for further term
Mobil Oil New Zealand Ltd.	Office	Port Building, Christchurch	...	7 Yrs. 2 Mths.	30th June, 1966	6,450 0 0	Option of Renewal for further term
Muller, (Mrs.) M. J.	Grazing Area	Summer Road, Lyttelton	8 0 0	Temporary	...	52 0 0	Glasgow Lease
Muller, (Mrs.) M. J.	Grazing Area	Summer Road, Lyttelton	34 3 4	5 Years	31st Aug., 1965	52 0 0	Compensation for buildings on Expiry of lease
Muller, (Mrs.) M. J.	Woolshed	Summer Road, Lyttelton	...	Temporary	...	13 0 0	Tenancy terminable on one month's notice on either side
N.Z. Shipping Co. Ltd.	Lot 11	Reclaimed Land, W. Lyttelton	1 17	21 Years	30th Sept., 1966	175 0 0	Option of renewal for further term
N.Z. Shipping Co. Ltd.	Lot 10	Reclaimed Land, W. Lyttelton	37.5	21 Years	31st July, 1966	115 0 0	Option of renewal for further term
N.Z. Shipping Co. Ltd.	Shed	Reclaimed Land, W. Lyttelton	...	Temporary	...	1 0 0	Option of Renewal for further term
N.Z. Shipping Co. Ltd.	Dock Cottage	Reclaimed Land, Dampier's Bay	...	Temporary	...	32 10 0	Option of Renewal for further term
Pascoe, D.	Office	No. 2 Jetty	...	Temporary	...	8 0 0	Option of Renewal for further term
Post and Telegraph Department	Site	Near Graving Dock	...	Temporary	...	2 8 0	Option of Renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	5 0 0.3	7 Years	14th Nov., 1968	2,400 0 0	Option of Renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	3 2 28	10 Years	31st July, 1966	1,837 10 0	Option of Renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 2	Naval Point Reclamation Area	2 1 27	10 Years	30th Sept., 1969	1,045 0 0	Option of Renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 2	Naval Point Reclamation Area	1 1 23.6	10 Years	31st March, 1973	625 0 0	Licencee to remove buildings etc. on expiry of license
Sinclair, Melbourne & Co. Ltd.	Boat building Site &c.	Foreshore (near Dock)	2 10.7	14 Years	31st Mar., 1971	480 0 0	Option of renewal for further term.
St. John Ambulance Association		Social Room, Supply Store Bldg.	...	Temporary	...	39 0 0	Option of renewal for further term
Tank Maintenance Ltd.	Site	Near Dock	...	Temporary	...	5 0 0	Option of renewal for further term
Tank Maintenance Ltd.	Office	Building at Graving Dock	...	Temporary	...	52 0 0	Option of renewal for further term
Tuatini, T. W. J.	Dwelling	290 Oxford Tce., Christchurch	20	Temporary	...	260 0 0	Option of renewal for further term.
Union Steam Ship Co. Ltd.	T.S.231, 234	Brittan Tce., Lyttelton	31.6	14 Years	9th Dec., 1963	7 10 0	Option of renewal for further term.
Union Steam Ship Co. Ltd.	Elev. Gangway & Gear Store	No. 2 Jetty	...	Temporary	...	280 0 0	Option of renewal for further term
Union Steam Ship Co. Ltd.	Office	Port Building, Lyttelton	...	7 Years	30th Sept., 1968	1,000 0 0	Option of renewal for further term
Union Steam Ship Co. Ltd.	Building	Coronation Hall	...	7 Years	30th Sept., 1968	76 0 0	Option of renewal for further term
U.S. Navy, Supply Corps.	Site	Anderson's Site, Lyttelton	...	Temporary	15th Jan., 1964	200 0 0	Option of renewal for further term

XIX.—SHIPPING RETURN

Arrivals in the Inner Harbour at the Port of Lyttelton during the 75 Years and 9 Months ended 30th September, 1963.

YEAR	COASTAL		INTERCOLONIAL		FOREIGN		TOTAL	
	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net
1888	1,402	238,382	215	215,540	83	148,765	1,700	602,687
1889	1,433	249,848	256	249,931	75	124,172	1,764	623,951
1890	1,334	234,857	216	260,270	84	156,782	1,634	651,909
1891	1,327	246,421	236	256,642	81	189,248	1,644	692,311
1892	1,267	251,649	215	252,693	103	227,632	1,585	731,974
1893	1,178	303,061	224	252,550	88	187,888	1,490	743,499
1894	1,156	336,620	251	273,746	78	191,357	1,485	801,723
1895	1,179	360,830	253	299,904	96	243,502	1,528	904,236
1896	1,199	353,969	248	292,493	83	223,519	1,530	869,981
1897	1,162	407,887	235	300,312	84	228,756	1,481	936,955
1898	1,141	399,992	237	338,501	69	194,178	1,447	932,671
1899	1,145	515,179	243	371,626	107	298,193	1,495	1,184,998
1900	1,084	496,996	212	335,119	102	352,012	1,418	1,184,127
1901	1,088	614,480	267	425,578	128	407,313	1,483	1,447,371
1902	1,194	673,098	258	420,488	114	401,379	1,566	1,494,965
1903	1,167	656,241	254	452,480	124	513,492	1,545	1,622,213
1904	1,218	711,267	241	452,467	125	516,180	1,584	1,679,914
1905	1,310	811,707	237	446,347	126	548,379	1,673	1,806,433
1906	1,324	849,391	253	511,938	136	593,247	1,713	1,954,576
1907	1,226	881,256	235	497,337	127	534,895	1,588	1,913,488
1908	1,274	943,389	251	546,497	142	589,653	1,667	2,079,539
1909	1,453	989,164	223	490,669	157	651,145	1,833	2,130,978
1910	1,841	1,092,016	189	411,844	146	651,499	2,176	2,155,359
1911	1,858	940,149	236	457,981	171	738,921	2,265	2,137,051
1912	1,905	1,004,832	229	512,035	155	728,861	2,289	2,245,728
1913	1,779	922,249	235	549,574	134	596,215	2,148	2,068,038
1914	1,634	939,126	286	605,844	155	650,825	2,075	2,195,795
1915	2,022	951,160	233	454,660	134	564,673	2,389	1,970,493
1916	1,862	837,422	152	289,464	111	506,349	2,125	1,633,235
1917	1,759	743,853	136	254,737	88	404,868	1,983	1,403,458
1918	1,704	737,435	82	147,141	55	244,324	1,841	1,128,900
1919	1,730	764,215	85	161,005	74	352,982	1,889	1,278,202
1920	1,171	749,208	142	259,576	110	521,813	1,423	1,530,579
1921	1,145	693,879	151	220,637	141	602,461	1,437	1,516,977
1922	1,244	733,703	127	192,847	145	699,459	1,516	1,626,009
1923	1,321	832,767	98	179,949	177	837,498	1,596	1,850,214
1924	1,282	814,366	93	187,772	177	865,876	1,552	1,868,014
1925	1,275	857,733	82	164,605	198	899,399	1,555	1,921,737
1926*	1,017	697,529	59	131,614	150	704,491	1,226	1,533,634
1927	1,363	924,881	72	146,985	175	830,199	1,610	1,902,065
1928	1,378	921,645	49	103,804	183	886,781	1,610	1,912,230
1929	1,368	955,622	57	106,612	185	921,337	1,610	1,983,571
1930	1,427	942,448	55	110,911	191	976,821	1,673	2,030,180
1931	1,239	914,248	57	93,216	179	927,528	1,475	1,934,992
1932	1,103	1,001,392	57	68,419	157	825,197	1,317	1,895,008
1933	1,112	1,023,694	61	69,885	176	910,370	1,349	2,003,949
1934	1,212	1,036,187	63	78,103	166	829,162	1,441	1,943,952
1935	1,173	1,000,147	79	116,162	173	896,553	1,425	2,012,862
1936	1,369	986,360	71	118,290	195	987,830	1,635	2,092,480
1937	1,346	1,012,903	73	131,963	203	1,044,582	1,622	2,189,448
1938	1,228	1,020,109	67	119,995	210	1,071,049	1,505	2,211,153
1939	1,235	1,027,166	67	120,904	197	1,005,427	1,499	2,153,497
1940	1,105	1,013,779	61	90,516	150	823,511	1,316	1,927,806
1941	989	930,507	48	65,366	86	403,674	1,123	1,399,547
1942	811	801,012	41	63,388	82	421,460	934	1,285,860
1943	717	817,374	44	63,337	98	440,596	859	1,321,307
1944	652	796,580	32	42,370	87	385,877	771	1,224,827
1945	655	807,806	32	45,437	70	348,190	757	1,201,433
1946	595	718,810	29	40,872	123	656,864	747	1,416,546
1947	644	982,387	26	34,196	153	757,791	823	1,774,374
1948	608	1,053,938	22	29,003	166	799,779	796	1,882,720
1949	687	1,065,065	31	39,484	165	798,429	883	1,902,978
1950	670	1,066,088	26	32,977	178	862,176	874	1,961,241
1951	555	971,630	17	19,106	161	789,276	733	1,780,012
1952	684	1,121,891	32	45,203	227	1,115,425	943	2,282,519
1953	825	1,144,060	57	93,586	190	926,716	1,072	2,164,362
1954	835	1,325,438	62	104,623	211	1,083,405	1,108	2,513,466
1955	802	1,293,426	66	114,029	215	1,060,758	1,083	2,468,213
1956	798	1,287,833	79	131,187	257	1,306,839	1,134	2,725,859
1957	803	1,280,976	77	130,423	251	1,256,709	1,131	2,668,108
1958	857	1,301,533	83	143,004	291	1,410,720	1,231	2,855,257
1959	896	1,327,325	81	123,077	320	1,538,896	1,297	2,989,298
1960	856	1,294,161	72	116,911	351	1,693,420	1,279	3,104,492
1961	717	1,270,825	95	147,694	373	1,766,805	1,185	3,185,324
1962	897	1,333,079	77	118,097	437	2,152,598	1,411	3,603,774
1963	812	1,325,563	89	142,340	407	1,987,443	1,308	3,455,346

Exclusive of H.M. Warships and Transports, Survey and Exploration Vessels.

*9 Months

XX.—Port of Lyttelton—Tonnage Statistics of Cargo Passing over Wharves during Twelve Months ended 30th September, 1963.

NATURE OF CARGO	DETAILS OF TONNAGE										CLASSIFIED TOTALS OF TONNAGE			
	Inwards		Transshipments				Outwards		Totals for Twelve Months	Total Coastal In and Out	Total Overseas In and Out	Total Inwards Tonnage	Total Outwards Tonnage	Total Trans.
	Coastal	Overseas	Coastal to Coastal	Overseas to Coastal	Coastal to Overseas	Overseas to Overseas	Coastal	Overseas						
									Tons	Tons	Tons	Tons	Tons	Tons
Beans and Peas	73	23	...	...	...	...	1,438	7,135	8,669	1,511	7,158	96	8,573	...
Butter	1,284	...	...	...	...	...	3	342	1,629	1,287	342	1,284	345	...
Cement	...	582	...	...	...	...	60	...	645	63	582	585	60	...
Cereals and Bakery Prods.	330	368	...	...	...	...	6,615	...	7,335	6,945	390	698	6,637	...
Cheese	65	...	...	...	...	...	63	737	865	128	737	65	800	...
Coal and Coke	6	7	...	...	...	...	2,854	9	2,876	2,860	16	13	2,863	...
Fish	27	21	...	...	...	...	292	920	1,260	319	941	48	1,212	...
Flour	228	...	...	...	...	...	7,462	1	7,691	7,690	1	228	7,463	...
Fruit, Fresh	274	16,561	...	345	...	...	53	669	17,902	327	17,230	16,835	722	...
Fruit, Preserved	247	2,735	...	13	...	...	18	...	3,013	265	2,735	2,982	18	...
Glass, etc.	1,119	3,076	...	1	...	...	1,464	10	5,673	2,583	3,086	4,195	1,474	...
Grain	637	5,272	...	...	...	...	27,304	4	33,217	27,941	5,276	5,909	27,308	...
Gypsum, etc.	...	10,402	...	...	...	...	...	...	10,402	...	10,402	10,402	...	...
Hides, Skins, etc.	203	79	...	...	...	...	85	8,949	9,316	288	9,028	282	9,034	...
Iron, Steel, etc.	7,677	57,812	...	80	...	...	1,050	197	66,816	8,727	58,009	65,489	1,247	...
Live Stock	1,281	9	...	...	...	...	743	122	2,155	2,024	131	1,290	865	...
Machinery	991	11,165	...	1	...	...	1,602	492	14,251	2,593	11,657	12,156	2,094	...
Manures	36	79,818	...	4	...	...	121	987	80,966	157	80,805	79,854	1,108	...
Meat, Frozen and Fresh	1,070	6	...	...	...	...	917	48,527	50,520	1,987	48,533	1,076	49,444	...
Milk Products	827	1	...	...	...	...	9	761	1,598	836	762	828	770	...
Motor Spirit, Kero.	1,299	224,920	...	...	...	...	18,886	7,721	252,826	20,185	232,641	226,219	26,607	...
Motor Vehicles	140,462	28,784	...	4	...	...	111,885	183	281,318	252,347	28,967	169,246	112,068	...
Oil	3,086	127,114	...	...	...	59	11,675	6,569	148,505	14,761	133,683	130,200	18,244	...
Paper, Newsprint	8,591	5,974	...	6	...	...	201	104	14,876	8,792	6,078	14,565	305	...
Rubber, etc.	321	5,784	...	22	...	...	376	102	6,605	697	5,886	6,105	478	...
Salt	67	4,899	...	11	...	...	5	...	4,982	72	4,899	4,966	5	...
Seeds	30	117	...	20	...	...	1,722	5,533	7,422	1,752	5,650	147	7,255	...
Sugar	14,802	...	...	8	...	...	3	...	14,813	14,805	...	14,802	3	...
Tallow	...	...	...	...	...	...	45	11,108	11,153	45	...	...	11,153	...
Tea, etc.	372	1,131	...	3	...	15	213	...	1,734	585	1,131	1,503	213	...
Textiles	1,876	14,361	...	3	...	...	942	439	17,621	2,818	14,800	16,237	1,381	...
Timber, Hardwoods	54	7,933	...	4	...	...	4	50	8,045	58	7,983	7,987	54	...
Timber, Softwoods	148	3,017	...	6	...	...	632	195	3,998	780	3,212	3,165	827	...
Tobacco, etc.	...	11	...	...	...	...	1	...	12	1	11	11	1	...
Vegetables	108	11	...	...	...	...	21,285	1,424	22,828	21,393	1,435	119	22,709	...
Wines, etc.	4,929	2,353	...	4	...	...	218	...	7,564	5,147	2,353	7,282	218	...
Wood Pulp	1,787	...	...	...	...	...	758	32,726	35,706	2,545	33,160	2,221	33,484	...
Wool	78,467	130,669	...	516	...	...	70,194	13,299	293,154	148,661	143,968	209,136	83,493	...
(General) Sundries	...	...	...	...	...	6	...	...	...	...	...	...	...	...
TOTALS	272,777	745,449	16	1,044	60	80	291,198	149,337	1,459,961	563,975	894,786	1,018,226	440,535	1,200

Total Tonnage handled at the Port of Lyttelton during the Twelve Months ending 30th September, 1963, 1,459,961 tons; 1962, 1,440,073 tons; 1961, 1,537,342 tons; 1960, 1,331,487 tons; 1959, 1,332,805 tons.

XXI.—COMPARATIVE TONNAGE STATISTICS OF CARGO PASSING OVER THE WHARVES AT LYTTTELTON

For the 41 Years and Nine Months ended 30th September, 1963

YEAR	INWARDS		OUTWARDS		TRAN-SHIPMENTS	TOTAL
	Coastal	Overseas	Coastal	Overseas		
1877 to 1921	not available					
1922	203,125	218,207	149,687	85,192	2,210	658,421
1923	211,678	244,084	176,188	57,798	2,008	691,756
1924	154,692	342,007	150,371	56,160	1,948	705,178
1925	152,131	343,555	163,308	64,965	3,016	726,975
1926						
(9 months)	121,869	236,002	121,389	66,769	2,082	548,111
1927	157,919	282,188	178,326	75,152	2,647	696,232
1928	142,760	258,374	217,569	71,920	645	691,268
1929	167,234	276,806	231,594	68,881	500	745,015
1930	165,531	264,644	224,796	70,628	570	726,169
1931	121,135	194,267	190,060	64,683	1,599	571,744
1932	101,223	157,579	155,762	75,109	1,451	491,124
1933	94,382	174,963	147,370	105,280	1,489	523,484
1934	115,220	179,510	177,603	75,805	1,941	550,079
1935	118,895	223,375	188,540	71,425	2,302	604,537
1936	126,215	260,354	205,010	75,632	2,721	669,932
1937	140,255	304,826	220,919	94,780	2,652	763,432
1938	158,976	314,860	175,551	74,604	3,599	727,590
1939	158,478	310,508	191,475	85,581	3,265	749,307
1940	169,457	228,622	191,932	77,748	2,744	670,503
1941	180,947	213,104	212,019	63,358	1,425	670,853
1942	207,468	163,311	211,443	113,126	3,899	699,247
1943	194,611	132,114	226,715	149,063	327	702,830
1944	181,655	194,798	232,526	115,569	2,404	726,952
1945	172,693	153,168	237,656	93,897	861	658,275
1946	183,508	225,269	225,449	99,583	342	734,151
1947	192,483	268,401	244,727	96,204	834	802,649
1948	187,994	364,741	220,748	130,570	1,005	905,058
1949	200,297	344,065	242,139	107,302	1,633	895,436
1950	191,017	407,198	229,735	101,092	139	929,181
1951	173,139	398,259	230,981	97,562	1,267	901,208
1952	203,666	616,045	262,762	105,662	3,292	1,191,427
1953	200,724	469,315	285,575	91,971	1,532	1,049,117
1954	222,127	487,168	288,078	82,270	2,991	1,082,634
1955	260,212	633,320	306,688	89,419	2,903	1,292,542
1956	271,728	681,051	296,751	111,960	1,171	1,362,661
1957	277,894	712,615	323,207	123,024	381	1,437,121
1958	283,029	688,944	320,391	120,830	1,179	1,414,373
1959	270,837	617,333	319,549	122,582	2,504	1,332,805
1960	292,811	598,848	302,139	136,429	1,260	1,331,487
1961	307,973	785,934	317,309	123,922	2,204	1,537,342
1962	292,646	683,652	329,810	131,735	2,230	1,440,073
1963	272,777	745,449	291,198	149,337	1,200	1,459,961

XXII.—Analysis of Ordinary Revenue during the year 1963, and the preceding Four Years.

Particulars of Revenue	1963			1962			1961			1960			1959		
	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue
(1) Dues payable by Importers and Exporters:															
On Goods: Wharfage ...	265,115	...	49.49	258,951	...	49.12	270,037	...	50.23	247,160	...	51.82	234,593	...	...
H.R. ...	145,915	411,030	...	144,109	403,060	...	152,147	422,184	...	135,781	382,941	...	131,020	365,613	52.63
(2) Dues payable by Shipping:															
Pilotage and Port Charges	124,693	...	...	133,455	...	...	113,500	...	...	106,891	...	...	98,246	...	...
Towage ...	33,981	...	...	33,688	...	...	31,545	...	...	27,558	...	...	25,103	...	...
Warps ...	3,297	...	...	3,396	...	...	3,559	...	...	2,915	...	...	2,516	...	...
Fenders ...	2,293	...	...	2,264	...	...	2,560	...	...	1,928	...	...	1,947	...	...
Berthage ...	65,640	...	...	60,619	...	...	69,269	...	...	55,465	...	...	52,639	...	...
Electric Light ...	15,772	...	...	15,954	...	...	16,484	...	...	12,829	...	...	12,509	...	...
Hire of Electric Cranes ...	94,823	...	...	87,908	...	...	98,096	...	...	84,328	...	...	79,142	...	...
Hire of Floating Crane ...	8,885	...	...	7,722	...	...	15,973	...	...	8,859	...	...	8,173	...	...
Ships Lines ...	3,520	...	...	3,876	...	...	3,037	...	...	3,082	...	...	1,367	...	...
Hire of Telephones ...	872	353,776	42.60	1,043	349,925	42.64	1,174	355,197	42.26	964	304,819	41.24	839	282,481	40.67
(3) Charges payable by Ships, other than Dues:															
Graving Dock Charges ...	6,737	...	...	7,297	...	...	6,693	...	...	5,268	...	...	6,370	...	...
Patent Slip Charges ...	541	7,278	.88	817	8,114	.99	515	7,208	.86	475	5,743	.78	232	6,602	.95
(4) Miscellaneous Charges payable by Lessees and General Public, etc.:															
Rents ...	26,791	...	...	26,502	...	...	24,130	...	...	23,543	...	...	17,391	...	...
Storage ...	5,948	...	...	6,932	...	...	7,591	...	...	1,728	...	...	3,405	...	...
Cool Storage ...	9,035	...	...	10,582	...	...	11,030	...	...	10,363	...	...	9,058	...	...
Hire of Mobile Crane ...	11,060	...	...	11,738	...	...	8,261	...	...	7,463	...	...	6,222	...	...
Yacht Moorings, Boat and Watermen's Licenses ...	1,642	...	...	658	...	...	649	...	...	608	...	...	613	...	...
Incidental Receipts ...	3,926	58,402	7.03	3,132	59,544	7.25	4,255	55,916	6.65	1,826	45,531	6.16	3,246	39,935	5.75
		£830,486	100.00		£820,643	100.00		£840,505	100.00		£739,034	100.00		£694,631	100.00

XXIII.—Wharfage Derived from Overseas Exports.

	Frozen Meat		Wool		Hides & Pelts		Tallow		Seeds		Butter & Cheese		Balance		Total
	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	
United Kingdom	9,986	70.26	13,347	32.15	568	14.72	615	14.88	2,063	56.21	360	100	768	18.40	27,707
Europe	242	1.70	17,700	42.63	1,558	40.38	24	.58	209	5.70	...	...	451	10.81	20,184
Africa	74	.52	40	.10	2	.05	751	18.17	61	1.66	...	...	7	.17	935
Asia	167	1.18	892	2.15	...	...	2,149	52.00	9	.25	...	...	617	14.78	3,834
Japan	1,216	8.56	5,457	13.14	152	3.94	244	5.90	13	.35	...	...	279	6.68	7,361
America	2,492	17.53	2,717	6.55	1,535	39.80	184	4.45	172	4.69	...	...	315	7.55	7,415
Australasia	35	.25	1,363	3.28	43	1.11	166	4.02	1,143	31.14	...	...	1,737	41.61	4,487
TOTAL	14,212	100%	41,516	100%	3,858	100%	4,133	100%	3,670	100%	360	100%	4,174	100%	71,923
Percentage to Total Exports	19.8%		57.7%		5.4%		5.7%		5.1%		0.5%		5.8%		100%

XXIV.—Particulars relating to the Port of Lyttelton

CANTERBURY, NEW ZEALAND

General.—The Port of Lyttelton is situated on the north-western side of Banks Peninsula, having an opening to the north-east, is the principal seaport of the Provincial District of Canterbury, and is seven miles distant from Christchurch (the principal City) with which it is connected by a line of railway, the Moorhouse Tunnel (a mile and three-quarters in length) and a newly constructed Road Tunnel of one and one tenth miles. An elevated roadway now gives direct access to the wharves for road transport. The Canterbury District is intersected by lines of railway some three hundred and fifty miles in length. The Lyttelton Harbour Board's representation area extends from the Rangitata River south, to the Conway River north, and embraces twenty-one counties, which in turn include the City of Christchurch and six boroughs in the various combined or constituent electoral districts.

The total area represented by the Board is 10,186 square miles, with a population of 305,000 and a capital value of 370 million pounds. Although there are several hundreds of square miles of pastoral country within the representation area, it also includes nearly two million acres of land in cultivation. The Board has under construction new overseas berths at the Eastern Extension and cargo transit sheds are being built adjacent to these berths.

NAVIGATION AIDS—

Light Godley Head.—A group flashing white light showing three flashes every 26 seconds visible 24 miles, situated on Godley Head 317 feet above high water, and about 100 feet from the top of the cliff.

A Lighted Whistling Buoy is moored off the entrance to the harbour, in a position ten cables from Godley Head and seven and a-half cables from Adderley Head. The 750-c.p. flashing white light is sixteen feet above water, is visible nine miles in clear weather, and gives a flash every three seconds. The buoy carries a 10-in. wavemotion-actuated air whistle and a diamond shaped radar reflector is mounted on top of the buoy.

Parsons Rock Beacon.—A pile beacon painted red exhibiting a group flashing light (2 flashes) every 10 seconds; 22 feet high and visible 5 miles; surmounted by a star shaped radar reflector. The beacon is in 28 feet of water and is 1,380 feet from the centre line of channel. Parsons Reef is 2,600 feet from the centre line of channel.

Fog Signals.—The N.Z. Government Marine Department maintains on Godley Head a fog diaphone, sounding one blast every minute (blast 3 secs.), just below the lighthouse on the head and at an elevation of 270 feet.

Signal Station.—A black and white tower on the knuckle of Gladstone Pier 53 feet above high water equipped with flags, 10in. signal day-lamp, aldis lamp, and radio telephone. The call sign is Z.L.H.L. and a continuous watch is kept.

Inner Harbour.—The Harbour Board maintains on the small lighthouse situated at the end of the eastern mole at the inner harbour entrance, an electrically-operated fog bell ringing every 20 secs. (bell 5 secs). The sound is muffled in the inner harbour from 170 deg. to 286 deg.

Fog Signal on Sticking Point.—An electrically-operated fog-signal sounding a low note every 30 seconds—thus: sound 5 seconds, silence 25 seconds. The horn will sound into the harbour in a south-easterly direction.

Beacon Lights for Marking the Dredged Channel.—Two beacons with automatic flashing lights have been erected for leading lights as a guide to enable deep draught ships to keep in the dredged channel. The front beacon is about three cables off the harbour entrance in sixteen feet of water, and the rear beacon (which is higher than the front one) is on Shag Reef. A flashing red light every one and a-half seconds (flash $\frac{1}{2}$ sec., eclipse 1 sec.) is shown from the front beacon and a white flashing light every five seconds (flash 2 secs., eclipse 3 secs.) from the rear beacon. These beacons, in line with one another, at $260\frac{1}{2}$ degrees, mark the centre of the dredged channel. Two small beacons, in line 302 degrees, and each exhibiting a fixed triangular neon sign, are situated on Naval Point reclamation to indicate when to turn up towards the inner harbour entrance. The turning point is also indicated at night by a fixed red light showing on the eastern breakwater and bearing 318 degrees.

Navigation Lights.—Camp Bay.—Two fixed red lights, in line $195\frac{1}{2}$ degrees, to facilitate night navigation and anchoring, are situated in Camp Bay.

Inner Harbour and Breakwaters.—The breakwaters are formed of rubble stone blasted from the quarries at Naval and Officers' Points, and deposited on the respective sites. The outer slopes of both breakwaters are protected or faced with large blocks of stone. The Officers' Point or eastern breakwater is some 2,010 feet in length with a width of forty feet on the top and having an elevation of six feet above high-water spring-tide. This breakwater has also a timber breastwork built along its inner face for its entire length—known as Gladstone Pier—and the outer face is protected by a reinforced concrete parapet wall two feet six inches high, with a concrete pathway or promenade five feet wide on the inside. The Naval Point or western breakwater was formerly 1,400 feet in length, but is now almost entirely incorporated with the reclamation area, which abuts on to its southern face. Along its northern or inner harbour face are breastwork wharves providing berthage for vessels carrying fuel oils in bulk in connection with adjoining sites for oil storage in bulk.

Water Area Enclosed.—The area of water enclosed within the breakwaters is approximately one hundred and six acres.

The Depth of Water and Berthage in Inner Harbour.—The present depth of water inside the breakwaters, and at the various wharves, varies from 20 feet to 38 feet at low tide. A channel has been dredged from the outer harbour to the entrance between the moles to a depth of 32 feet at low tide. The range of the tide is about $6\frac{1}{2}$ feet spring tides, $4\frac{1}{2}$ feet neap tides. The total berthage accommodation served by railway is over 12,000 feet.

Overseas Steamers' Berths and Telephones.—Overseas steamers berth at the Gladstone Pier, No. 1 breastwork, Nos. 2, 3, 4, 6 and 7 wharves. Vessels load and discharge inflammable or fuel oil in bulk at the oil tankers' wharf, Naval Point. Ships' Telephones connected with the public automatic telephone exchange are available at the main wharves.

Lyttelton-Wellington Steamer Express Service.—No. 2 Wharf, which has been the Lyttelton-Wellington steamer express berth for many years, accommodates the full length of the Invercargill-Dunedin-Christchurch express train. The N.Z. Government Railways and Union Steam Ship Coy. Ltd. provide ticket boxes on the jetty for the sale of railway and Wellington steamer express tickets respectively. A public "slot" telephone is also available.

A covered passenger platform has been constructed on this jetty, and provides direct access from the train to steamer's gangway and vice versa.

A special passenger train runs between the No. 2 wharf and Christchurch direct on arrival and departure of the Lyttelton-Wellington steamer express. Facilities are provided at this berth for passengers' motor-cars being driven to and from the ship's side, and landed or shipped by the steamer express.

Fire Prevention and Fresh Water.—To guard against damage from fire and to supply the shipping, the whole of the wharves are supplied with water under high pressure from the Lyttelton Borough Council's main, and in addition, the Board's Tugs and Dredges "Peraki" and "Te Whaka" are each fitted with powerful steam fire-pumps and "Foamite" oil-fire plant. Fresh water for vessel's use is supplied by the Lyttelton Borough Council, at 5/- per 1,000 gallons.

Harbour Charges at Lyttelton:

Graving Dock Charges:—For all vessels up to 300 tons £32, 301 to 400 tons £39, 401 to 700 tons £46, 701 to 800 tons £53, 801 to 900 tons £62, 901 to 1000 tons £67, 1001 to 1100 tons £71, 1101 to 1200 tons £80, 1201 to 2000 tons £89, 2001 to 3000 tons £98, 3001 to 4000 tons £107, 4001 to 5000 tons £115; and four clear days are given in dock in all cases. The Board finds dock and machinery, but takes no responsibility.

Patent Slip.—A Patent Slip, capable of taking up a 250 ton vessel, has also been provided by the Harbour Board. Charges for use of the Slip:—

Up to 25 tons gross register, £10 for any period up to five days, and 30s. per day after the fifth day.

Over 25 tons and up to 75 tons gross register, £12 10s. for any period up to five days, and 30s. per day after the fifth day.

Over 75 tons and up to 150 tons, gross register, £15 for any period up to five days, and 30s. per day after the fifth day.

Over 150 tons and up to 250 tons, gross register, £20 for any period up to five days, and 30s. per day after the fifth day.

Thirty-three and one-third per cent. reduction on the above scale of charges will be allowed when, subject to the approval of the Harbourmaster, two or three vessels, other than those belonging to the Board, are placed on the Patent Slip and hauled up together, and remain on the Patent Slip the same number of hours.

The above rates cover the cost of all labour connected with hauling up and launching (the crew of the vessel to give their assistance as may be required); and the cost of blocking a vessel and shifting the blocks after hauling up, during ordinary working hours.

Wharfage Dues (payable by the Importers and Exporters of goods)—

General Merchandise: 3/9 per ton (by weight or measurement).

Wool, 3/8 per bale.

Timber, 1/- per hundred feet super.

Crude Petroleum and Kindred Oils in bulk: 3/9 per ton inwards, 2/6 per ton outwards of 250 gallons.

Goods re-shipped within six months are free of outward wharfage on declaration.

Harbour Improvement Rate totalling 2/3 per ton is payable on all goods passing over the wharves in addition to the above wharfage charges.

Pilotage Dues.—On all vessels over 100 tons net register, 3½d. per ton inwards, and 3½d. per ton outwards.

Pilotage.—Charge when the services of a Pilot are used to move vessels from berth to berth or to and from Graving Dock:—For vessels up to 2000 tons gross—£4 10s.; rising to £15 for a 6000 ton vessel.

Port Charges.—6d. per ton net register, provided that such charge shall not exceed eighteen pence a ton half-yearly.

Berthage Charges.—2d. per ton net register per day while a vessel remains in the Inner Harbour of the Port of Lyttelton, unless laid up or undergoing repairs or overhaul, when the Berthage Charge is ½d. per ton per day. Sundays and holidays exempt unless cargo or passengers taken on board or landed.

Towage Fees.—For the services of the Tug shifting or being in attendance on overseas' steamers when entering or leaving the Inner Harbour or to and from the Dock, each way, £15 per hour or part of an hour during ordinary working hours. Outside ordinary working hours the overtime of the officers and crew will be charged for in addition to the above rate.

Coir Springs.—For each Spring for first three days, £1 15s. 6d.; for each Spring for each day after three days, 6/-.

Wood Fenders.—£1 5s. 0d. for first day, with 15/- for each succeeding day for round Softwood Fenders used by each vessel at any wharf. For the hire of special rectangular solid floating Fenders up to four in number the charge is Eight Pound Fifteen Shillings (£8 15s. 0d.) for a period not exceeding four days; after four days the charge is 10/- per Fender per day.

Floating Crane.—The Board's self-propelled 80-ton Floating Crane "Rapaki" is available for heavy lifts. The charges are: £25 for the first hour or part hour, and £12 15s. 0d. for each subsequent hour or part hour, during ordinary working hours; or at the option of the Board, 17/- per ton for lifts of 25 tons or over; with a minimum charge in the latter case of £20, slings and shackles extra. Outside ordinary working hours overtime will be charged in addition to the above rates.

Hire of 3-ton and 5-ton Electric Cranes.—3-ton and 5-ton electric wharf cranes are available on all main wharves for hire on the conditions set out in the Board's By-laws. The present charge for the use of a crane is £1-6-0 per hour or part of an hour plus driver's wages, with an extra charge of 5½d. or 8d. per hour when bulk cargo is being worked with grabs.

Special Grabs for use with electric cranes for working bulk cargoes are supplied at 13s. 4d. per grab per hour; minimum one hour.

Telephones.—10/- per telephone per day with a minimum charge of £1.

Wharf Lighting.—The Wharves and Railway Yards are well lighted by electric lamps. Connections are also provided for temporary lighting on board ships for working cargo, etc. Equipment and electric current is supplied by the Board at the undermentioned rates:

Electric Wharf Lights.

Application for the use of special electric lights shall be made on forms supplied at the Electric Light Station not later than 4 p.m. on the day on which the light is required.

The charge for each 2,000 candle power light shall be:

From dark until sunrise, 5s. per hour.

Electric Cargo Lights on Board Vessels.

- (1) For hire of Main Cables, Clusters and Flexes for any one vessel: five shillings per day or part of a day.
- (2) For supply of electric current: one shilling per Lamp-Cluster per hour.

The time for supply of electric current is calculated from the time the distribution board leaves the Electric Light Station to the time it is returned. The minimum to be charged for any one day shall be one hour.

Electric Cranes and Capstans.—The Gladstone Pier, No. 1 Breastwork, and Wharves Nos. 2, 3, 6 and 7 are equipped with 5-ton and 3-ton electric cranes. All wharves are fitted with electric capstans.

Railway Lines on Wharves.—The whole of the main wharves have lines of rails laid down upon them connected to the railway system of the Dominion, and goods are landed or shipped direct into or from railway trucks, being hauled thence direct to Christchurch or country stations, or vice versa. Extensive storage accommodation for primary products is also provided adjacent to the wharves, and the Port is well provided with privately owned wool dumping stores.

Cool and Freezing Chambers for Dairy Produce. The Harbour Board has cool and freezing chambers near No. 7 wharf, built chiefly for the accommodation of butter and cheese to be graded and stored for export. The building is divided into ten separate compartments—seven of 85 tons capacity each and two of 35 tons capacity, with grading and testing rooms for the use of the Government dairy produce graders. The chambers may be used independently of each other for cool storage or freezing chambers as required. There are also special chambers for the cool storage of cheese, with a total capacity of 5,700 crates. Two additional cheese chambers were provided at No. 1A Store in 1937, to accommodate 7,400 crates of cheese.

Since "The Dairy Industry Act" came into force on the 29th November, 1894, dairy produce for export from Lyttelton has passed through the Board's cool stores for inspection and grading by the Government Inspector prior to shipment.

Grain Storage in Lyttelton.—Provision has been made by the Board for the storage of grain and agricultural produce in Lyttelton at reasonable rates. The Board has storage space in No. 1, No. 1A and No. 2 stores for 11,000 tons of produce.

Graving Dock.—The Graving Dock is capable of docking a vessel 462 feet by 54 feet beam and 18 feet draught. The general dimensions of the Dock are as follows:—

Length on Floor	450 feet
Length on Top	481½ "
Width on Floor	46 "
Width on Top	82 "
Width of Entrance	62 "
Width where Ship's Bilge should be.....	54½ "
Depth on Sill at High Water	23 "

Tug Service.—The Harbour Board maintains a powerful twin-screw steam tug, which is open for engagement by vessels requiring her services outside the Heads as well as in the Harbour. A second steam tug may be made available at short notice. The day signal for the tug is Flags YA International Code, and as a continuous watch is always kept at the Signal Station at Gladstone Pier, vessels making this signal can be seen.

Bunkering Services for Coal and Oil. A coal bunkering service is maintained in the Port by the State Coal Department, and fuel for bunkers is obtainable at the Board's Oil Wharf and Cattle Jetty at Naval Point (Western Mole), which is served from the neighbouring Oil Companies' installations.

Statistics.—For the year ended 30th September, 1963, the revenue of the Board was £830,000. During the same period 1,308 vessels entered the port representing 3,455,346 tons net register, while the tonnage of cargo passing over the wharves was 1,459,961 tons.

Constitution of Board.—Eighty-six years ago the Lyttelton Harbour Board was constituted. The present Members of the Board are: A. A. Macfarlane, D.F.C., J.P., (Chairman); F. I. Sutton, (Deputy Chairman); L. G. Amos, J.P.; A. E. Armstrong; J. Brand; E. Brophy, A.P.A.N.Z.; F. W. Freeman, O.B.E., J.P.; W. P. Glue, O.B.E.; W. B. Laing, J.P.; W. F. McArthur, J.P.; J. E. Mannering; G. Manning, C.M.G., M.A., Dip.Soc.Sci., J.P.; G. E. Wright.

Officers of Board.—Secretary-Manager, Treasurer and Chief Executive Officer: A. J. Sowden, A.R.A.N.Z.; Chief Engineer, J. A. Cashin, M.I.C.E., M.I.Mech.E., M.N.Z.I.E.; Harbourmaster and Chief Pilot, Captain A. R. Champion, J.P.

Harbour Board Offices.—Port Buildings, 297 Madras Street, Christchurch and Norwich Quay, Lyttelton.

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1961/62

Lyttelton Harbour Board

NEW ZEALAND

Reports Statement of Accounts

AND

Returns

For the Year Ended 30th September

1962

CHRISTCHURCH

Printed by Coulls Somerville Wilkie Ltd., Christchurch

1963

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Lyttelton Harbour Board

NEW ZEALAND

Reports
Statement of Accounts

AND

Returns

For the Year Ended 30th September

1962

CHRISTCHURCH

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1963

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MEMBERS LYTTTELTON HARBOUR BOARD

Elected under the provisions of "The Harbours Act, 1950," "The Local Elections and Polls Act, 1925," and Amendments thereof; and under Regulations by His Excellency the Governor-General in Council, in pursuance of the above Acts.

Elected on SATURDAY, 21st NOVEMBER, 1959. HOLD OFFICE FOR THREE YEARS

		Date When First Elected or Appointed.
(1) <i>Principal Authority for conducting the Election: Christchurch City Council.</i>	F. W. FREEMAN, Esq., O.B.E., J.P.	May 1941
Five Members elected by the Electors in the con- stituent district of the City of Christchurch.	W. S. MacGIBBON, Esq. O.B.E., A.P.A.N.Z., J.P. (Deceased 11th May, 1962)	May 1941
	G. MANNING, Esq., C.M.G. M.A., Dip.Soc.Sci., J.P.	November 1947
	W. P. GLUE, Esq., O.B.E.	November 1948
	F. I. SUTTON, Esq.	November 1956
	S. E. BOANAS, Esq., J.P.	June 1962
(2) <i>Principal Authority for conducting the Election: Kaiapoi Borough Council.</i>		
One Member elected by the Electors in the com- bined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.	J. E. MANNERING, Esq.	November 1961
(3) <i>Principal Authority for conducting the Election: Lyttelton Borough Council.</i>		
One Member representing the Electors in the com- bined district of the Borough of Lyttelton and the Counties of Akaroa, Wairewa, and Mount Herbert.	W. B. LAING, Esq., J.P.	November 1956
(4) <i>Principal Authority for conducting the Election: Ashburton County Council.</i>		
Two Members elected by the Electors in the combined district of the County of Ashburton and the Borough of Ashburton.	J. BRAND, Esq.	November 1956
	E. BROPHY, A.P.A.N.Z.	November 1959
(5) <i>Principal Authority for conducting the Election: Waimairi County Council.</i>		
One Member elected by the Electors in the combined district of the County of Waimairi and the Borough of Riccarton.	L. G. AMOS, Esq., J.P.	November 1956
(6) <i>Principal Authority for conducting the Election: Paparua County Council.</i>		
Two Members elected by the Electors in the com- bined district of the Counties of Paparua, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote, Selwyn and the Town District of Leeston.	R. T. McMILLAN, Esq. (Deceased 8th September, 1962)	May 1929
	W. F. McARTHUR, Esq., J.P.	November 1947
(7) <i>Principal Authority for conducting the Election: Waipara County Council.</i>		
One Member elected by the Electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley.	A. A. MACFARLANE, Esq. D.F.C., J.P.	May 1955

Chairman: A. A. MACFARLANE, Esq., D.F.C., J.P.

Deputy-Chairman: W. F. McARTHUR, Esq., J.P.

OFFICERS OF THE BOARD, 1962

Secretary-Manager and Chief Executive Officer: A. L. BURK, F.I.A.O., J.P.

Treasurer: A. J. SOWDEN, A.R.A.N.Z.

Chief Engineer: J. A. CASHIN, F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Resident Engineer: A. J. CHARMAN, Assoc.M. Inst. C.E.

Harbour Master and Chief Pilot: CAPTAIN A. R. CHAMPION, J.P.

Office Manager, Lyttelton: D. H. CLIBBORN

Bankers to the Board:

BANK OF NEW ZEALAND

Solicitors to the Board:

HARPER, PASCOE, BUCHANAN and PENLINGTON

Harbour Board Office,
Christchurch,
5th December, 1962.

CHAIRMAN'S ANNUAL REPORT

Gentlemen,

I have pleasure in submitting the Eighty-sixth Annual Report of the Lyttelton Harbour Board. The Balance Sheet and Statement of Accounts are attached hereto but have not yet been audited. When the audit is completed and the accounts received from the Controller and Auditor-General they will be submitted for your approval in terms of Section 64 of the Harbours Act, 1950.

STATUTORY MEETING

The Accounts for the year ended 30th September, 1961, were adopted at an Adjourned Statutory Meeting held on the 4th day of April, 1962.

ELECTION OF CHAIRMAN

The Annual Statutory Meeting for the Election of Chairman was held on the 13th December, 1961, when I had the honour to be re-elected as Chairman. Mr. McArthur was also re-elected Deputy Chairman.

COMMITTEES AND REPRESENTATIVES ON ALLIED ORGANISATIONS

The following committees and representatives on allied organisations were elected at the Ordinary Monthly Meeting held on 7th February, 1962.

Staff Committee:

W. F. McARTHUR
F. W. FREEMAN
R. T. McMILLAN

L. G. AMOS
W. S. MacGIBBON
J. E. MANNERING

Finance and Accounts Committee:

W. F. McARTHUR
W. P. GLUE
G. MANNING

E. BROPHY
W. S. MacGIBBON
F. I. SUTTON

Works Committee:

ALL THE MEMBERS OF THE BOARD.

Mr. A. A. MACFARLANE, Chairman, ex officio a Member of all Committees.

Board's Representatives on Local Disputes Committee:

A. A. MACFARLANE
A. L. BURK

W. B. LAING

Harbours Association and Industrial Union of Employers:

A. A. MACFARLANE
W. P. GLUE

W. F. McARTHUR
F. I. SUTTON

Representatives on Canterbury Progress League:

W. F. McARTHUR

R. T. McMILLAN

Representative on Canterbury Chamber of Commerce:

F. I. SUTTON

Representative on South Island Publicity Association:

W. S. MacGIBBON

Representative on Regional Planning Authority:

L. G. AMOS

Representative on South Island Local Bodies' Association

W. S. MacGIBBON

FINANCE AND TRADE

In my last report I recorded with pleasure that for the first time in the history of the Port the cargo exceeded 1½ million tons, the actual figure being 1,537,342. I regret I cannot report that this figure has been reached for the year ended 30th September, 1962, the tonnage for the year under review being 1,440,073 or a decrease of 6.3%. However, having regard to prevailing conditions and the pattern of our trade such a return can still be regarded as very satisfactory. Our total coastal trade at 622,456 tons compares favourably with 625,282 tons for the previous year but the overseas trade dropped from 909,856 tons in 1961 to 815,387 tons in 1962. This fall of over 94,000 was more than accounted for by a fall of over 100,000 tons in our overseas imports. On the export side, however a better picture presents itself, the figures for the principal exports are :

	1962	1961
Meat	46,560 tons	41,425 tons
Wool	29,252 tons	28,292 tons
Tallow	9,661 tons	8,699 tons

PUBLIC DEBT

The public debt at 30th September, 1962, was £3,141,423 made up as follows:

	£	£
£300,000 No. 7 Wharf and Breastworks Loan	300,000	
Amount Repaid	156,700	143,300
£600,000 Dredge Loan	600,000	
Amount Repaid	105,180	494,820
Motor Vehicle Parking Area and Elevated Roadway Loan	175,000	
Amount Repaid	5,400	169,600
Port Development Loan	2,519,210	
Amount Repaid	185,507	2,333,703
		£3,141,423

From the foregoing it will be noted that £2,519,210 has been raised for the main Eastern Extension. A further £2½ million remains to be raised for this purpose. The amount raised during the year was £645,000. It is clear, therefore, that with the Board embarking on the reconstruction of the Inner Harbour at an early date serious consideration will have to be given to increasing our annual loan subscriptions.

ELEVATED ROADWAY

In my last report I stated that the Elevated Roadway from Norwich Quay to the base of the Inter-Island Steamer Express should be completed in December, 1962. I am pleased to report that there does not now appear to be any doubt that the road will be opened by this date.

CHRISTCHURCH-LYTTELTON ROAD TUNNEL

Work on the Christchurch-Lyttelton Road Tunnel is up to schedule. The tunnel proper was pierced on the 18th August, 1962. At the present rate of progress there is every prospect that the tunnel will be open to traffic early in 1964.

LYTTELTON HARBOUR BOARD LOAN AND EMPOWERING ACT, 1962

The decision of the Board to proceed with the reconstruction of the Inner Harbour to provide road and rail access to the existing wharves marks another milestone in the history of the Port. Authority to carry out this work is embodied in the Lyttelton Harbour Board Loan and Empowering Act, 1962 passed during the present session of Parliament. This Act also empowers the Board to construct a new harbour for small craft and fishing vessels and authority to instal specialised meat loading equipment.

OBITUARY

During the year under review the Board suffered losses in the passing of Mr. W. S. MacGibbon on the 11th May, 1962, and Mr. R. T. McMillan, on 8th September, 1962. Both these gentlemen had lengthy service to their credit, both had served terms as Chairman of this Board and in both instances rendered valuable service in numerous other phases of public life.

STAFF RETIREMENTS

Members of the staff who retired during the year were Messrs. R. T. Ings and J. Voyce of the Harbourmaster's staff, A. Sullivan and J. Hannah of the Engineer's Department. All the above had given lengthy and valuable service to the Board.

CONCLUSION

The year under review has been an important one. With the impending changes in port operation and administration consequent on the changeover from rail access only to the Port to road and rail many important policy decisions will require to be made at an early date.

I would conclude by expressing my appreciation of my fellow Members and all members of the staff for their loyalty and support during the past term.

Yours faithfully,

A. A. MACFARLANE, Chairman.

Engineer's Office,
Lyttelton Harbour Board,
Christchurch,
2nd October, 1962.

ENGINEER-IN-CHIEF'S ANNUAL REPORT FOR 1962

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the work of the Engineer's Department for the year ended 30th September, 1962.

DREDGING

During the year S.D. "Canterbury" dredged in the vicinity of the New Works reclamation and in the Entrance Channel. S.D. "Peraki" dredged in the vicinity of the New Works reclamation, the area between the reclamation and the dredged channel and in the channel.

The output of the dredgers is shown in the following table:

IN SITU TONS AT S.G. 1.68					"Canterbury" HOPPER TONS
	Inner Harbour	Channel	New Works	Total	(1) Channel (2) New Works
S.D. "PERAKI"	Nil	51,508	975,575	1,027,083	(1) 755,300
S.D. "CANTERBURY"	„	444,080	53,123	497,203	(2) 151,098
		495,588	1,028,698	1,524,286	906,398

COSTS PER TON IN PENCE

(Total costs include repairs and additions but not interest and depreciation)

IN SITU TONS				HOPPER TONS		
	Dredging	Depositing	Total	Dredging	Depositing	Total
S.D. "PERAKI"	4.578	10.871	15.449			
S.D. "CANTERBURY"	8.003	18.001	26,004	4.39	9.874	14.264

Soundings taken in August-September indicated that the minimum depth of water on the line of beacons in the channel turn was 32½ft., while on the centre-line of the channel the minimum depth was 32ft. below the zero of the harbour tide gauge.

Throughout the year the grab dredger "Te Whaka" has been engaged in dredging the berths in the Inner Harbour and has carried out other services as required. Some dredging was also done at the test section of the New Works breastwork. The total quantity of spoil removed amounted to 29,400 tons, which was deposited at Camp Bay, Gollans Bay and at sea.

S.D. "PERAKI" :

The first annual survey was put in hand on 11th December. The vessel was docked on 14th December and refloated on 10th January. Hopper door hinge pins were renewed and a band 4ft. in depth around the hull above waterline was sand blasted where corrosion was evident. Protective anodes on the hull were renewed and on completion of the overhaul of boilers, machinery and dredging equipment, "Peraki" resumed dredging on 15th February.

While dredging an anchor was lost but despite an extensive search it was not recovered.

In September the dredger was laid up for a brief period for boiler cleaning.

S.D. "CANTERBURY" :

This vessel was laid up for annual survey on 29th September, 1961, and was docked on 18th October. The repair of remaining half of the hopper keelson and buoyancy tanks was put in hand immediately. On completion of this work the dredger was floated out of dock on 25th November and resumed dredging on 20th December.

On 30th April "Canterbury" was laid up for half-yearly overhaul and boiler cleaning. The dock was not available for inspection and painting of the underwater hull. Some repairs were made to the frame and casing of the port side dredging pump and a new mud-drum was fitted to the port side water tube boiler. Dredging was resumed on 31st May.

G.D. "TE WHAKA" :

On completion of the 1961 annual survey dredging was resumed on 9th October. The dredger was laid up from 22nd December until 24th January for boiler cleaning and during this period the crew took annual leave.

A half-yearly overhaul was put in hand in May, the vessel being docked on 25th and refloated on 30th and dredging resumed on 5th June.

The 1962 annual survey was commenced on 1st August and the dredger was docked on 14th August. The dredging crane was taken ashore prior to docking as it required fairly extensive repairs. Repairs were made to the hopper keelson and some frames were renewed in the engine room. "Te Whaka" was floated out of dock on 3rd September.

TUGS "LYTTTELTON" AND "LYTTTELTON II"

TUG "LYTTTELTON" :

The annual survey was put in hand when the tug docked on 1st June. It was refloated on 20th June. The boiler and machinery are in satisfactory condition and inspection of the hull revealed that it is in quite good condition despite its considerable age.

During the year "Lyttelton" assisted with the berthing of large ships and was commissioned when "Lyttelton II" was under overhaul.

TUG "LYTTTELTON II" :

From 30th November until 7th December this vessel was laid up for boiler cleaning. The annual survey was put in hand on 2nd April and the tug docked on 19th April. No major repairs were necessary and the hull, boilers and machinery are in good order. "Lyttelton II" was refloated on 24th May and put into commission.

CRANESHIP "RAPAKI"

"Rapaki" was docked for annual survey on 26th January. The hull was drill tested with satisfactory results, only minor repairs being necessary. The hull, boiler and machinery are in good order. At this survey the crane jib head and snatchblock sheaves and pins were inspected and together with the crane structure and machinery are in good condition. The vessel was refloated on 13th February and put into commission.

LAUNCHES AND OTHER FLOATING PLANT

The Pilot Launch "Wairangi" was slipped for annual survey on 18th October. At this twelve-yearly survey the propelling engine was extensively dismantled for inspection. No replacements of any consequence were necessary and only minor repairs were made to the hull. "Wairangi" was refloated and put into commission on 27th October. "Wairangi" was also slipped for cleaning and painting from 30th April until 1st May.

The launch "Orari" and the survey launch "Ruahine" were removed from the water from 13th to 21st November and from 12th December until 4th January, respectively, for annual overhaul. Routine repairs only were necessary in each case. "Orari" was again slipped for cleaning and painting from 30th April until 1st May.

The New Works pontoon was slipped with "Orari" from 13th to 21st November for overhaul which necessitated only routine repairs. The vessel was slipped again in September for painting.

The floating pile driving plant was overhauled on the slipway between 19th December and 4th January. Minor repairs only were required. It was necessary to slip the vessel again from 23rd to 31st May to effect repairs to the stern which had developed a leak. Some repairs were also made to the pile frame.

WHARF CONSTRUCTION AND MAINTENANCE

Gladstone Pier West : Preparatory work associated with the overhaul of this wharf was put in hand in December. The storage of large quantities of coal on the timber breastworks and the breakwater mound in the past had resulted in settlement of up to 15 inches at the back of the wharf, which has been jacked up and restored to correct level throughout its length and width. The settlement referred to had also severely damaged the mass concrete retaining wall, which has been repaired over its full length. 76 bearing piles were driven, 13 caps fitted and secured, 16 beams laid and levelled. Lower decking was renewed over an area of 2,600 sq. ft. and top decking lifted over an area of 14,340 sq. ft. New tie-back rods were fitted to 41 pile caps.

Gladstone Pier : Damage caused by a ship involved the renewal of a mooring pile, 2 campsheares, kerbing and a small area of decking. In addition, routine repairs necessitated the renewal of 2 fender piles, 4 campsheares and 230 sq. ft. of wharf decking. The single crane track was renewed over a length of 390 ft.

No. 1 Breastwork : At the main berth one mooring pile, weakened by decay, was replaced and in the breastwork in the vicinity of the launch jetties 10 new bearing piles were driven, 11 new beams placed and new decking laid over an area of 987 sq. ft.

No. 2 Jetty : The end of this jetty was damaged by a ship late in the preceding year and repairs were completed in November. Damaged crane tracks were straightened and relaid. The passenger platform surface was dressed during the year.

No. 3 Jetty : This jetty suffered slight damage by a ship and one new fender was fitted.

No. 4 Jetty : Decking was renewed over an area of 1,025 sq. ft., although the general condition of the jetty is only fair.

No. 5 Jetty : Five new deck beams were fitted to replace unsound timbers.

No. 6 Jetty : Minor repairs only were made to the western corner of the jetty and to raking piles.

Oil Wharf : Damaged by a ship, the following repairs were made; 5 spring fender piles renewed together with one hanging fender, 4 deck beams and campsheares. In addition, displaced deck beams were relocated in their correct positions. Decking was renewed over an area of 466 sq. ft. In addition 2 deck beams were renewed, replacing beams no longer fit for service.

Low Level Breastwork : Repairs to the dry stone wall behind this wharf were made throughout its entire length and a short retaining wall was built in the vicinity of the Cruising Club house to support the embankment.

Dredger Wharf (Naval Point Reclamation) : The remains of this wharf which had been displaced by the tipping of spoil from the road tunnel were removed and the site cleared of obstructions.

OUTLYING JETTIES :

At Corsair Bay minor repairs were made to the bracing of the jetty and to the diving stage.

At Ripa Island some repairs, not extensive, were made to the decking and landing steps.

At Governors Bay deck beams damaged by fire were renewed together with decking over a small area. Timber kerbing was laid over the full length of the jetty firmly to secure the decking.

Slipway and Trailer Ramp : A new combined slipway for trawlers and ramp for the launching and recovery of small pleasure craft brought to the water on trailers, has been built to the south of the patent slipway.

ELECTRIC CRANES, CAPSTANS, MOBILE CRANES AND PLANT

A 3 ton electric crane, which had been overhauled late in the previous year was reassembled and put into commission on No. 7 Jetty east in October. During the year another crane of the same type was dismantled and overhauled. This crane was commissioned in March. In May an Arrol crane was dismantled for overhaul and modifications were made to the grab clutch operating mechanism. One Clyde crane received a mechanical overhaul and repairs were made to weakened structural steel work on 7 other cranes of this make. Additional floodlights were fitted to 4 cranes completing such installations on all cranes.

Two electric capstans were overhauled together with one 3 ton mobile crane. Other electric cranes, capstans, mobile cranes, air compressors were maintained in good order and continued to give good service.

The average number of electric cranes engaged daily at 8.0 a.m. on working days during the year was 19.8 compared with 21.1 for the previous year. A consignment of parts for two new Babcock & Wilcox electric cranes was received in August and the erection of the first crane put in hand by the contractor. In September parts for the third and fourth cranes were received.

ELECTRICAL RETICULATION

Two substations were built during the year, one adjacent to the Cool Store and one at No. 1 Breastwork adjacent to Gladstone Pier. An 11,000 volt cable to supply power to the Eastern Harbour Extension was installed beneath the Breastworks from the main substation to the east of Gladstone Pier.

Overhead power lines were removed and placed beneath the Breastwork in the vicinity of the new "Wet Weather Shelter" for the Waterfront Industry Commission and also between Nos. 1 and 3 Jetties to clear the site for the Elevated Roadway.

At the substation and on the wharves all oil circuit breakers were overhauled and maintained in good order.

GRAVING DOCK AND SLIPWAY

Fractured stone in the altars of the graving dock was removed and the altars reformed in concrete over a length of 180 feet. Pumping machinery was maintained in good order, only routine repairs being necessary. The dock filling and pumping culvert sluice gates were withdrawn from the wells for inspection. Minor repairs only were necessary. The sluiceways of Nos. 1 and 2 drainage pumps were also inspected. Timber work was in good order but fastenings and control rods and guides required renewal.

The slipway haulage winch was examined and found in good order with the exception of the gipsy and hauling chain cable which requires renewal.

AIDS TO NAVIGATION

The A.G.A. flashing and whistling buoy was taken off station for overhaul on 16th March and the Chance buoy moored in its place. The whistling buoy was returned to station in April. Fairly extensive repairs were made to the channel "Red" leading beacon. New lanterns and flashers were ordered for both leading beacons to replace the existing lanterns which through age are becoming unserviceable.

BUILDINGS

Supply Store : The construction and fittings of this store were completed and the store commissioned on 27th July.

Mechanical Workshop and Joiners Shop : Dust extraction plant was installed in the joiners shop and first aid fire fighting equipment in both workshops.

The mechanical workshop has been completed with the exception of the installation of an overhead gantry crane, the staff amenities and septic tank. An area of 1,700 square feet has been made available to the contractor erecting the new wharf cranes and the workshop cannot be completed until this area is again clear. The workshop is in commission and new machine tools have been installed as they have come to hand.

No. 1 Grain Store : The roof sheeting has been renewed and some repairs made to walls and floor. The kitchen, dining room and showers were re-painted.

No. 2 Grain Store : Individual verandahs at each door were found to be inadequate and a continuous verandah has been built extending the full length of the building. Additional lighting was provided at each door.

Coronation Hall : This building was painted externally in October.

Harbour Board Staff Building : Painted throughout inside.

Waterfront Commission Wet Weather Shelter : Site clearance for this building was put in hand in January. The construction of the new building commenced in August and by the end of September drainage work had been completed, the septic tank installed and the floor laid. The walls of the grading room, testing room and toilet block were approximately 50% complete.

Cool Store and Substation : Refrigerating machines, pumps and ammonia condensers were maintained in good order. Ammonia expansion pipes in No. 7 Room and No. 1 Cold air battery were descaled and painted.

NEW PLANT

During the year the following new plant was acquired :

- 5 Ton Bedford tipping motor truck. (Replacement).
- 12½ in Binns and Berry Lathe and accessories.
- Oster Pipe and Bolt Screwing machine.
- 6½ in Willson Lathe and accessories.
- 1 in Kerry Pedestal Drill.
- 30 ton Hydraulic Press.
- 5,000 Kg. Verlinde Electric Hoist.
- *(A.G.A. Beacon Lantern and Flasher) and accessories.
- *(A.G.A. Range Light Lantern and Flasher) and accessories.

*Replacement equipment for Channel Leading Light.

RECLAMATION :

EASTERN EXTENSION

Drilling through the recently placed rubble fill was carried out at six sites indicating satisfactory depth of penetration of rubble into the mud. Over the area reclaimed levels and surveys of reference marks were taken throughout the year to observe the effects of consolidation of fill and underlying material.

An embankment adjacent to Gladstone Pier which is being formed to enable tipping operations along the eastern slope to be put in hand, has reached a distance of 200 ft. from the root of the Pier.

Surcharging was continued at a level of +25 ft. H.D., this being confined to a width of 200 ft. from the southern face of the reclamation.

142 settlements were promoted, 56 being in the reclamation, 28 in the breakwater and 58 in the embankment adjacent to Gladstone Pier.

By the end of September 26 acres had been reclaimed, the southern wall extended 2,140 ft from the breakwater and the breakwater had reached its final length of 820 ft.

The relocation of the Lyttelton sewer outfall was completed and the sewage flow diverted.

A new access roadway to the quarry was provided on the south side of Shaw Savill wool store.

Stripping surcharge which had been in position for the necessary three years was commenced and a total of 60,000 cu. yards removed.

BREASTWORK WHARF :

A total of 45 piles were driven in the vicinity of the test section of wharf and pile loading tests carried out. The tie-back wall for the breastwork wharf was constructed up to Bay 17.

QUARRIES :

During the year the following material was quarried :

Rubble and Hardfill	....	....	1,040,000 cu. yds.
"B" Class Facing Stone	....	....	90,000 cu. yds.
"A" Class Facing Stone	....	....	23,000 cu. yds.

The total stone to date, 30th September, 1962, placed in Reclamation and Breakwater or used for crushed metal was 3,376,000 cu. yards. 27,000 cu. yards of crushed metal were produced for road metal, making a total to date of 78,000 cu. yards. In addition, 60,000 cu. yards of surcharge were removed and replaced in the reclamation.

FATAL ACCIDENT :

A fatal accident occurred outside the quarry workshop, J. Barrett being struck by a Euclid truck and killed instantly.

ELEVATED ROADWAY :

The contract for the construction of the Elevated Roadway from Norwich Quay across the railway yard was let and this work is 85% complete.

DREDGING, NEW WORKS :

Dredgers "Peraki" and "Canterbury" removed a total of 1,028,698 tons of in situ material from the New Works Area.

ACKNOWLEDGMENTS

I wish to thank the Chairman and Members of the Board for their consideration, the other Officers of the Board for their co-operation and the Staff of the Department for their willing efforts at all times.

Yours faithfully, J. A. CASHIN,

F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Engineer-in-Chief.

Harbour Master's Office,
Lyttelton Harbour Board, Lyttelton,
21st November, 1962.

HARBOUR MASTER'S ANNUAL REPORT

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,
I have the honour to present the following report on the Harbourmaster's Department for the year ended 30th September, 1962. Last year's figures are given in parenthesis.

SHIPPING

	Vessels	Gross Tonnage
Vessels Piloted in and out of Inner Harbour	437 (373)	3,770,636 (3,096,250)
Vessels Berthed in Inner Harbour:		
Coastal and Inter-Colonial	974 (812)	3,069,712 (2,986,429)
Other Vessels, Navy, etc.	38 (43)	163,500 (167,479)
Total number of Vessels and Tonnage for year	1,449 (1,228)	7,003,848 (6,250,158)
Increase in number of Overseas Vessels and Gross Tonnage	64	674,386
Decrease in number of Inter-Colonial Vessels and Gross Tonnage	18	56,757
Increase in number of Coastal Vessels and Gross Tonnage	180	140,040
Decrease in Navy and other Vessels and Gross Tonnage	5	3,979
Overall increase in number of Vessels and Gross Tonnage	221	753,690

Piloted vessels arriving or departing direct from and for overseas ports:

Ports	Arrivals	Departures
United Kingdom	6 (1)	6 (14)
Australian	4 (1)	5 (2)
Singapore, Curacao (Tankers)	27 (21)	2 (10)
Geelong (Tankers)	4 (4)	2 (6)
Suva	2 (6)	1
Antarctica	15 (10)	16 (13)
U.S.A.	13 (12)	7 (5)
Nauru	14 (10)	
Aden		2 (1)
Raratonga	1	
Dunkirk		1
Japan	1	1
Durban		1
Port Said		1
Montreal		1
Makatea	1	

VISITS OF NAVAL VESSELS

H.M.N.Z.S. "Rotoiti" 6-8th October, 28-30th November, 1961.
H.M.N.Z.S. "Endeavour" 2-5th November, 1961.
H.M.A.S. "Voyager" 22-26th November, 1961.

VISITS OF TOURIST VESSELS

R.M.S. "Oriana" arrived at 6.20 a.m. on 20th December and sailed again at 8.20 p.m. that day. Perfect weather prevailed and many hundreds of tourists were transported to and from the anchorage to the Inner Harbour. The whole operation was favourably commented on by the "Oriana's" Commander, Captain Edgecombe and the Tourist Department.
M.V. "Seven Seas" (German) arrived at 7.18 a.m. on 22nd December and berthed at No. 1 Breastwork, sailing again at 6.37 p.m. that day. This vessel visited the port again on the 8th January, sailing at 7.30 p.m. that day. On her return, part of the Harbour Board workshop on No. 1 Breast-

work was made available for the Customs Department to clear baggage. This proved very successful and no delay was experienced in clearing approximately 200 passengers.

R.M.S. "Stratheden" arrived at 5.25 a.m. on 29th December and berthed at Gladstone Pier, sailing again at 6.18 p.m. on 30th December. Gladstone Pier was cleared of all railway rolling stock, buses and taxis were marshalled on the wharf near the gangways and the Government Tourist Representatives had no trouble in getting their tours away on time.

M.V. "Aurelia" berthed at No. 1 Breastwork at 6.56 a.m. on 18th January and sailed at 3.31 p.m. on the same day. No. 1 Breastwork was cleared of all railway stock to give access for tourist buses, etc.

TUGS "LYTTELTON" AND "LYTTELTON II"

Both tugs have been thoroughly maintained and are in good order and condition. All towing, fire fighting and salvage equipment is kept in good order and condition.

Bunker coal consumed by the tugs during the period was 1,112 (960) tons.

Summary of work performed:

Overseas vessels assisted in	....	....	....	....	....	448	(375)
Overseas vessels assisted out	....	....	....	....	....	398	(349)
Overseas vessels assisted to shift	....	....	....	....	....	60	(112)
Inter-Colonial vessels assisted	....	....	....	....	....	41	(47)
Vessels assisted to Dock	....	....	....	....	....	30	(18)

In addition to the above, the tugs shift the Board's plant whenever necessary.

NAVIGATIONAL AIDS

These have been maintained in good order and condition. Main lead beacons, second reach leads and channel extremity beacons, steps at wharves, all wharf ends and rounding on the moles have been painted. The whistling buoy is operating satisfactorily, being relieved by the buoy obtained for that purpose.

FIRE FIGHTING

Fire fighting drill is carried out fortnightly by the crews of the tug and pilot cutter. All hoses and equipment are in good order and condition. Hose branches and hydrants are tested periodically. All foamite units are in good order.

GRAVING DOCK AND SLIP

The Dock has accommodated 27 (27) vessels including 5 (7) of the Board's plant. The Slip has accommodated 43 (28) vessels, including 8 (5) of the Board's plant.

SLIPWAY FOR LAUNCHING OF TRAILER-BORNE CRAFT

This is proving very popular with the public, many speed boats and small yachts are launched from it during the summer months.

TELEPHONES

These have been constantly in use.

M.V. "DOMINION MONARCH"

This vessel was well known to all New Zealand and during the last few years called at Lyttelton every voyage, made her last call here in March, sailing on the 2nd March, 1962.

M.V. "RANGITIKI"

Another veteran on the New Zealand run and a constant caller at the Port of Lyttelton; this vessel made her last call here in May, sailing on 11th May, 1962.

LIFE SAVING

The life saving equipment in the Inner Harbour is inspected frequently; the outlying jetties every three months. All are in good order and condition.

BERTHAGE

As can be seen earlier in the report the number of vessels visiting the port increased by 221 over last year. This has taxed the berthage but owing to the smaller inward cargoes being handled, the turn round of shipping has been quicker, consequently easing the berthage.

DEEP FREEZE

These vessels visited the port to refuel, load cargo and give liberty to the crews. The cargo operations are increasing.

YACHT MOORINGS

All moorings are occupied but there are still forty-three on the waiting list.

PILOT CUTTER "WAIRANGI"

This vessel is giving excellent service and has assisted many small vessels to berth. The radio-telephone, radar and direction finder are all operating well. The "Wairangi" has become a recognised part of the tours organised for school children, who really look forward to the trip in her.

SIGNAL TOWER

The radio-telephone, stand-by electric plant, remote control to the Harbourmaster's office are all operating satisfactorily.

PILOT EXEMPTIONS

14 (15) Pilotage Exemption Examinations were held and certificates issued. 5 (6) extensions were issued.

FUEL OIL

160 (175) vessels were bunkered at the Oil Wharf and Cattle Jetty.

CRANESHIP "RAPAKI"

Total number of lifts	287	(659)
Tonnage of lifts	3,175½	(7,208)
Earnings	£7,722 5 5	(£15,972 18 10)

SCHOOL CHILDREN VISITING THE PORT

This has become very popular during the last few years. I have an organised tour for them and detail a man to show them around, many hundreds of children see the port like this each year.

ACKNOWLEDGMENTS

I desire to express my appreciation to the Chairman and Members of the Board for their consideration at all times, to acknowledge the assistance of Executive Officers and express my thanks to the Officers and Staff of my Department for their loyalty and assistance throughout the year.

Yours faithfully,

CAPT. A. R. CHAMPION, Harbour Master.

RECEIPTS															£	
Balance, 1st October, 1961	15,105
Deposits Received	51,195
Interest on Investments due to Harbour Fund					845
															<hr/> £67,147	

															£	£
Balance to Credit of Fund on 1st October, 1961	8,360	202,764
Interest etc., on Investments for Year	19	
Less Bank Charges	<u> </u>	8,340
																<u>£211,105</u>

												£	£
Balance to Credit of Fund on 1st October, 1961		238,760
Transfer from General Cash Account		12,900
Interest on Investments for Year	10,087	
Less Bank Charges	18	
												<hr/>	10,068
Advance from General Cash Account		50,476
													<hr/> <hr/> £312,205

													£	£
Balance to Credit of Fund on 1st October, 1961		83,502
Interest etc., on Investments for Year	3,866	
Less Bank Charges	<u>1</u>	3,865
														<u>£87,368</u>

													£	£
Balance to Credit of Fund on 1st October, 1961		72,540
Interest etc., on Investments for Year	3,077	
Less Bank Charges	<u>2</u>	3,074
Advance from General Cash Account		350
														£75,964

ACCOUNT

PAYMENTS														£	£
Deposits Refunded	....	....	....	....	....	....	....	....	....	....	....	....	....		28,413
Interest accrued to 30th September, 1961 transferred to Harbour Fund	....	....	....	....	....	....	....	....	....	....	....	....	....		176
Balance at 30th September, 1962—															
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	2,211	
Fixed Deposit	....	....	....	....	....	....	....	....	....	....	....	....	....	36,345	
															38,557
															67,147

FUND CASH ACCOUNT

	£	£
Transfer to General Cash Account, on account Office Building, Lyttelton		16,000
Balance at 30th September, 1962—		
Investments at par value in Custody of Bank	107,432	
Fixed Deposit	87,461	
Cash at Bank of New Zealand	211	
		195,105
Amount of Fund at 30th September, 1962		£211,105

FUND CASH ACCOUNT

	£	£
Expenditure on New Cranes		50,476
Balance at 30th September, 1962—		
Investments at par value in Custody of Bank	71,479	
Fixed Deposits	176,251	
Cash at Bank of New Zealand	13,998	
		261,729
Amount of Fund at 30th September, 1962		£312,205

RENEWAL FUND CASH ACCOUNT

	£	£
Repayment of Advance from General Cash Account for Year ended 30th September 1961		4,396
Expenditure on Dredge “Peraki”		30,907
Balance at 30th September, 1962—		
Mortgage	6,000	
Fixed Deposits	129,972	
Cash at Bank of New Zealand	2	
		135,974
Amount of Fund at 30th September, 1962		£171,278

FUND CASH ACCOUNT

	£	£
Balance at 30th September, 1962—		
Investments at par value in Custody of Bank	82,545	
Fixed Deposit	4,465	
Cash at Bank of New Zealand	357	
		87,368
Amount of Fund at 30th September, 1962		£87,368

FUND CASH ACCOUNT

	£	£
Repayment of Advance from General Cash Account for Year ended 30th September, 1961		117
Fire Premia		1,222
Balance at 30th September, 1962—		
Investments at par value in Custody of Bank	72,655	
Fixed Deposit	1,943	
Cash at Bank of New Zealand	26	
		74,625
Amount of Fund at 30th September, 1962		£75,964

VII.—INTEREST**RECEIPTS**

Transfer from Loans Repayment Account	.....	£ 2,020
		<u>£2,020</u>

VIII.—£350,000 No. 7 WHARF AND

(Under authority "Lyttelton Harbour

(First Instalment 1/2/53—£100,000 Second Instalment 1/9/53—£50,000

Balance at 1st October, 1961	.....	£ 60,780
		<u>£60,780</u>

IX.—PORT DEVELOPMENT

(Under Authority "Lyttelton Harbour

No. 1. 1/7/1956—£250,000. No. 2. Part 1. 1/10/57

No. 2 Part III. 31/7/58—£150,000. No. 3 Part I.

No. 3 Part III. 1/11/1959—£100,000. No. 4 Part 1.

No. 4 Part III. 1/7/1960—£100,000. No. 4 Part IV.

No. 5 Part I. 1/7/1961—£100,000. No. 5 Part II.

No. 6 Part I. 1/7/62—£300,000.

Balance at 1st October, 1961	.....	£ 530,864
Proceeds from Sale of Stock	.....	645,500
Advance from General Cash Account	.....	159,458
		<u>£1,335,823</u>

X.—MOTOR VEHICLE PARKING AREA AND

(Under Authority "Lyttelton Harbour

£250,000—Issue of

Balance at 1st October, 1961	.....	£ 125,000
Transfer from No. 7 Wharf and Breastworks Loan, 1952, Cash Account	.....	58,306
Advance from General Cash Account	.....	70,245
		<u>£253,551</u>

BREASTWORKS LOAN 1952 CASH ACCOUNT

LOAN CASH ACCOUNT

ELEVATED ROADWAY LOAN 1956 CASH ACCOUNT

	£	£
Repayment of Advance from General Cash Account— For year ended 30th September, 1961		3,393
Expenditure for year ended 30th September, 1962		66,852
Balance at 30th September, 1962— Fixed Deposits Cash at Bank of New Zealand	 183,291 15 <hr/>	 183,306 <hr/>
		£253,551

XI.—LOANS REPAYMENT
(Under Authority, Section 5, "Lyttelton Harbour

															£	£
Balance as at 1st October, 1961	....	....	....	....	....	....	....	....	....	....	....	....	....	....		937,134
Interest on Loan Moneys Deposited	....	....	....	....	....	....	....	....	....	....	....	....	....	....		32,351
Interest etc., on Investments	....	....	....	....	....	....	....	....	....	....	....	....	....	....	37,484	
Less Bank Charges	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	
Annual Transfer from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....	....	....		37,479
																110,630
Transfer from General Cash Account of Harbour Improvement Rate collected during year	....	....	....	....	....	....	....	....	....	....	....	....	....	....		150,000

CASH ACCOUNT

Board Loan and Empowering Act, 1955.")

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan, 1952—			
First Instalment £100,000:			
Repayment of Principal	7,000		
Interest Transferred to Interest Account	1,620		
Second Instalment £50,000:			
Repayment of Principal	5,000		
Interest transferred to Interest Account	400		
Third Instalment £50,000:			
Repayment of Principal	5,000		
Interest	1,068		
Fourth Instalment £100,000:			
Repayment of Principal	3,800		
Interest	4,102		
		27,991	
£600,000 Dredge Loan, 1957:			
First Instalment £200,000:			
Repayment of Principal	7,600		
Interest	8,204		
Second Instalment £120,000:			
Repayment of Principal	4,500		
Interest	4,909		
Third Instalment £80,000:			
Repayment of Principal	45,080		
Interest	3,849		
Fourth Instalment £200,000:			
Interest	10,000		
		84,143	
£3,550,000 Port Development Loan, 1956:			
£250,000 Port Development Loan No. 1:			
Repayment of Principal	10,000		
Interest	6,253		
£500,000 Port Development Loan No. 2:			
Part I. £100,000:			
Interest	5,000		
Part II. £250,000:			
Repayment of Principal	8,710		
Interest	11,207		
Part III. £150,000:			
Interest	7,500		
£500,000 Port Development Loan No. 3:			
Part I. £250,000			
Interest	12,500		
Part II. £150,000			
Interest	7,500		
Part III. £100,000:			
Repayment of Principal	10,000		
Interest	4,162		
£500,000 Port Development Loan No. 4:			
Part I. £100,000:			
Interest	5,000		
Part II. £150,000:			
Interest	7,500		
Part III. £100,000:			
Interest	5,000		
Part IV. £50,000:			
Repayment of Principal	1,109		
Interest	2,372		
Part V. £100,000:			
Interest	4,878		
£500,000 Port Development Loan No. 5:			
Part I. £100,000:			
Repayment of Principal	1,038		
Interest	4,555		
Part II. £100,000:			
Interest	3,882		
Part III. £300,000:			
Interest	4,785		
£500,000 Port Development Loan No. 6:			
Part I. £300,000:			
Interest	35		
		122,993	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956:			
Issue of £175,000:			
Repayment of Principal	2,800		
Interest	8,550		
		11,350	246,477
Balance as at 30th September, 1962:			
Investments at par value in custody of Bank	824,740		
Fixed Deposits	195,304		
Cash at Bank of New Zealand	1,073		
		1,021,118	
			£1,267,596

XII.—LOANS REPAYMENT

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan—			
Repayment of Principal	20,800		
Interest	7,191	27,991	
£600,000 Dredge Loan—			
Repayment of Principal	57,180		
Interest	26,963	84,143	
£3,550,000 Port Development Loan, Nos. 1, 2, 3, 4, 5 and 6—			
Repayment of Principal	30,858		
Interest	92,135	122,993	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan—			
Repayment of Principal	2,800		
Interest	8,550	11,350	246,477
Balance as at 30th September, 1962			1,036,400
			£1,282,878

XIII.—STATEMENT

ACCOUNTS	DR. £	CR. £
Harbour Fund General Account		29,515
Contractors' Deposit Account	38,557	
Special Renewal Fund Account	195,105	
Special Crane Renewal Fund Account	261,729	
Special Floating Plant Renewal Fund Account	135,974	
Special Accident Insurance Fund Account	87,368	
Special Fire Insurance Fund Account	74,625	
Port Development Loan Account	646,864	
Motor Vehicle Parking Area and Elevated Roadway Loan Account	183,306	
Loans Repayment Account	1,021,118	
	£2,644,649	£29,515

REVENUE ACCOUNT

	£	£
Balance as at 1st October, 1961		958,307
Interest on Loan Moneys Deposited		32,351
Interest, etc., on Investments	37,484	
Less Bank Charges	4	37,479
Annual Transfers from General Cash Account		110,630
Harbour Improvement Rate		144,108
		<u>£1,282,878</u>

OF BALANCES

	BANK, ETC.	£	DR. £	CR. £
Harbour Fund General Account—				
Cash at Bank of New Zealand		43,805		
Cash on Hand		30		
		<u>43,835</u>		
Less Unpresented Cheques		73,351		
			29,515	
Contractors' Deposit Account—				
Cash at Bank of New Zealand		2,211		
Add Investments		36,345		
				38,557
Special Renewal Fund—				
Cash at Bank of New Zealand		211		
Add Investments		194,894		
				195,105
Special Crane Renewal Fund—				
Cash at Bank of New Zealand		13,998		
Add Investments		247,731		
				261,729
Special Floating Plant Renewal Fund—				
Cash at Bank of New Zealand		2		
Add Investments		135,972		
				135,974
Special Accident Insurance Fund—				
Cash at Bank of New Zealand		357		
Add Investments		87,010		
				87,368
Special Fire Insurance Fund—				
Cash at Bank of New Zealand		26		
Add Investments		74,598		
				74,625
Port Development Loan Account—				
Cash at Bank of New Zealand		10,764		
Add Investments		636,100		
				646,864
Motor Vehicle Parking Area and Elevated Roadway Loan Account—				
Cash at Bank of New Zealand		15		
Add Investments		183,291		
				183,306
Loans Repayment Account—				
Cash at Bank of New Zealand		1,073		
Add Investments		1,020,044		
				1,021,118
			<u>£29,515</u>	<u>£2,644,649</u>

HARBOUR BOARD

for the year ended 30th September, 1962

ACCOUNT

[illegible]

£688,358

£676,534

ACCOUNT

[illegible]

XV.—BALANCE SHEET AS AT

LIABILITIES									
Year ended 30/9/61									
£	£	Capital—					£	£	£
	2,607,560	Public Debt as per Statement No. XVI.	....	....	....	....	....	3,141,422	
553,501		Loan Repayment Reserve	....	....	....	....	687,549		
134,047		Add Repayments during year	....	....	....	....	111,638		
	687,549							799,187	
1,178,879		Capital Provided from Revenue as at 1st October, 1961	....	....			1,335,903		
157,023		Add Transfer from Appropriation Account	....	....	....	....	149,340		
	1,335,903							1,485,244	
	4,631,013								5,425,854
Special Reserve Funds—									
83,502		Accident Insurance Fund	....	....	....	....	....	87,368	
238,760		Crane Renewal Fund	....	....	....	....	....	211,253	
72,422		Fire Insurance Fund	....	....	....	....	....	74,275	
161,159		Floating Plant Renewal Fund	....	....	....	....	....	135,974	
186,764		Renewal Fund	....	....	....	....	....	195,105	
	742,610								703,976
	958,307	Loans Repayment Account	....	....	....	....	....		1,036,400
Current Liabilities—									
—		Harbour Fund General Account	....	....	....	....	....	29,545	
14,929		Contractors' Deposits	....	....	....	....	....	37,711	
21,445		Sundry Creditors	....	....	....	....	....	8,939	
185		Payments in Advance	....	....	....	....	....	112	
104		Unclaimed Moneys	....	....	....	....	....	129	
£36,664		Deducted as per Contra	....	....	....	....	....	£76,440	
<hr/>									
£6,331,931								£7,166,230	

The Audit Office having made such examination as was considered necessary, certifies that in its opinion, the above Balance Sheet and accompanying Accounts are correct.

(Signed) T. I. BENGE,
for Assistant Controller and Auditor-General.

NOTE.—Shillings and pence included in the original certified accounts have been omitted.

30th SEPTEMBER, 1962

ASSETS										
Year ended 30/9/61										
£	£	Capital Assets—						£	£	£
	3,130,037	Value as at 1st October, 1961						...	4,046,360	
	916,323	Add Additions, 1962						...	779,027	
										4,825,387
	4,046,360									
475,230		Deduct Depreciations 1949/61						530,898		
55,668		Depreciation 1962						59,014		
	530,898								589,912	
	3,515,462	Value as at 30th September, 1962						...		4,235,475
Special Reserve Fund Investments—										
83,502		Accident Insurance Fund						...	87,368	
238,760		Crane Renewal Fund						...	261,729	
72,540		Fire Insurance Fund						...	74,625	
165,556		Floating Plant Renewal Fund						...	135,974	
202,764		Renewal Fund						...	195,105	
	763,124									754,802
937,134		Loans Repayment Account						...	1,021,118	
21,172		Harbour Improvement Rate: Sundry Debtors						...	15,281	
	958,307									1,036,400
60,780		£350,000 No. 7 Wharf and Breastworks Loan						...	—	
530,864		Port Development Loan						...	646,864	
125,000		Motor Vehicle Parking Area and Elevated Roadway Loan						...	183,306	
	716,645									830,170
Current Assets—										
30		Cash on Hand						...	30	
102,984		Harbour Fund General Account						...	—	
15,105		Contractors' Deposit Account						...	38,557	
60,707		Sundry Debtors						...	53,402	
197,201		Stock, Timber and General Stores						...	211,560	
										303,551
376,029								...	76,440	
36,664		Deduct Current Liabilities as per contra						...		227,111
	339,364									
Appropriation Account—										
31,915		Balance as at 1st October, 1961						...	39,026	
7,111		Add Balance for year ended 30th September, 1962						...	43,244	
	39,026									82,271
£6,331,931										£7,166,230

I Hereby Certify that the foregoing Accounts and Balance Sheet were examined and adopted by the Lyttelton Harbour Board at a Special Meeting of the Board held at Christchurch on 3rd April, 1963.

(Signed) A. A. MACFARLANE,
Chairman.

XVI.—STATEMENT OF PUBLIC DEBT

LOAN	Interest	Amount Authorised	Amount Raised	Amount Repaid	Balance Outstanding	Maturity Date	Particulars of Repayment
£350,000 No. 7 Wharf and Breastworks Loan, 1952 (Lyttelton Harbour Board Empowering Act, 1951)							
First Instalment	4 %	300,000	100,000	63,000	37,000	1. 2.1968	Annual Redemptions of £7,000.
Second Instalment	4 %		50,000	45,000	5,000	1. 9.1963	Annual Redemptions of £5,000.
Third Instalment	4½ %		50,000	20,000	20,000	1. 3.1966	Annual Redemptions of £5,000.
Fourth Instalment	4½ %		100,000	18,700	81,300	1.11.1976	Half-yearly Instalments of Principal & Interest.
£600,000 Dredge Loan, 1957 (Lyttelton Harbour Board Loan Act, 1956)		600,000					
First Instalment	4½ %		200,000	37,400	162,600	1. 2.1977	Half-yearly Instalments of Principal & Interest.
Second Instalment	4½ %		120,000	22,700	97,300	31.12.1976	Half-yearly Instalments of Principal & Interest.
Third Instalment	4½ %		18,330	18,330	....	31. 5.1962	Repaid on Maturity Date.
Fourth Instalment	4½ %		26,730	26,750	....	31. 5.1962	Repaid on Maturity Date.
	4½ %		3,600	....	3,600	31. 5.1965	Repayable on Maturity Date.
	5 %		26,020	....	26,020	31. 5.1965	Repayable on Maturity Date.
	4½ %		4,700	....	4,700	31. 5.1969	Repayable on Maturity Date.
	5 %		200,000	....	200,000	1. 8.1987	Repayable on Maturity Date.
£3,550,000 Port Development Loan, 1956 (Lyttelton Harbour Board Loan and Empowering Act, 1955)		2,750,000					
First Instalment, £250,000 (No. 1), 1956	4½ %		77,350	60,000	17,350	1. 7.1966	Annual Redemptions of £10,000.
	4½ %		69,900	69,900	....	1. 7.1961	Repaid on Maturity Date.
	4½ %		43,500	....	43,500	1. 7.1964	Repayable on Maturity Date.
	4½ %		59,250	....	59,250	1. 7.1968	Repayable on Maturity Date.
	5 %		35,000	....	35,000	30. 9.1963	Repayable on Maturity Date.
	5 %		55,000	....	55,000	30. 9.1967	Repayable on Maturity Date.
	5 %		10,000	....	10,000	30. 9.1992	Repayable on Maturity Date.
Second Instalment, £500,000 (No. 2), 1957	5 %		250,000	32,402	217,597	30. 6.1978	Half-yearly Instalments of Principal & Interest.
	5 %		33,490	....	33,490	31. 7.1964	Repayable on Maturity Date.
	5 %		106,350	....	106,350	31. 7.1968	Repayable on Maturity Date.
	5 %		10,160	....	10,160	31. 7.1978	Repayable on Maturity Date.
	5 %		80,000	....	80,000	1.11.1964	Repayable on Maturity Date.
	5 %		118,400	....	118,400	1.11.1968	Repayable on Maturity Date.
	5 %		51,600	....	51,600	1.11.1978	Repayable on Maturity Date.
	5 %		50,000	....	50,000	1. 6.1965	Repayable on Maturity Date.
	5 %		77,170	....	77,170	1. 6.1969	Repayable on Maturity Date.
	5 %		22,830	....	22,830	1. 6.1979	Repayable on Maturity Date.
Third Instalment, £500,000 (No. 3), 1958	4½ %		50,000	20,000	30,000	1.11.1969	Annual Redemptions of £10,000.
	5 %		50,000	....	50,000	1.11.1969	Repayable on Maturity Date.
	5 %		33,000	....	33,000	31.12.1965	Repayable on Maturity Date.
	5 %		65,650	....	65,650	31.12.1969	Repayable on Maturity Date.
	5 %		1,350	....	1,350	31.12.1979	Repayable on Maturity Date.
	5 %		50,000	....	50,000	1. 4.1966	Repayable on Maturity Date.
	5 %		57,950	....	57,950	1. 4.1970	Repayable on Maturity Date.
	5 %		42,050	....	42,050	1. 4.1980	Repayable on Maturity Date.
	5 %		33,000	....	33,000	1. 7.1966	Repayable on Maturity Date.
	5 %		47,000	....	47,000	1. 7.1970	Repayable on Maturity Date.
	5 %		20,000	....	20,000	1. 7.1980	Repayable on Maturity Date.
Fourth Instalment, £500,000 (No. 4), 1959	4½ %		50,000	2,166	47,833	1. 9.1985	Half-yearly Instalments of Principal & Interest.
	4½ %		20,000	....	20,000	1. 9.1966	Repayable on Maturity Date.
	4½ %		77,000	....	77,000	1. 9.1970	Repayable on Maturity Date.
	5 %		3,000	....	3,000	1. 9.1970	Repayable on Maturity Date.

Fifth Instalment £500,000 (No. 5), 1961	5 %	39,310	.....	39,310	1. 7.1971	Repayable on Maturity Date.
	5½%					
Sixth Instalment £500,000 (No. 6), 1962	5 %	10,690	.....	10,690	1. 7.1971	Repayable on Maturity Date.
	5 %	50,000	.....	48,961	1. 7.1986	Half-yearly Instalments of Principal & Interest.
	5½%	98,160	.....	98,160	1. 8.1971	Repayable on Maturity Date.
	5½%	100	.....	100	1. 8.1981	Repayable on Maturity Date.
	5½%	1,740	.....	1,740	1. 8.1971	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 3.1963	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 3.1964	Repayable on Maturity Date.
	5½%	20,000	.....	19,850	1. 3.1965	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 3.1966	Repayable on Maturity Date.
	5½%	18,000	.....	18,000	1. 3.1967	Repayable on Maturity Date.
	5½%	109,470	.....	109,470	1. 3.1968	Repayable on Maturity Date.
	5½%	16,500	.....	16,500	1. 3.1969	Repayable on Maturity Date.
	5½%	11,850	.....	11,850	1. 3.1970	Repayable on Maturity Date.
	5½%	62,830	.....	62,830	1. 3.1972	Repayable on Maturity Date.
	5½%	1,500	.....	1,500	1. 3.1977	Repayable on Maturity Date.
\$250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956 :	5½%	20,000	.....	20,000	1. 7.1963	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 7.1964	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 7.1965	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 7.1966	Repayable on Maturity Date.
	5½%	19,850	.....	19,850	1. 7.1967	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 7.1968	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 7.1969	Repayable on Maturity Date.
	5½%	19,910	.....	19,910	1. 7.1970	Repayable on Maturity Date.
	5½%	4,700	.....	4,700	1. 7.1971	Repayable on Maturity Date.
	5½%	84,650	.....	84,650	1. 7.1972	Repayable on Maturity Date.
	5½%	100	.....	100	1. 7.1974	Repayable on Maturity Date.
	5½%	20,000	.....	20,000	1. 7.1992	Repayable on Maturity Date.
	5 %	175,000	.....	169,600	22.12.1989	Annual Instalments of Principal and Interest.
		£3,825,000	.....	£3,141,422		
			£452,787			

**XVII.—LIST OF CONTRACTS ENTERED INTO BY THE LYTTTELTON HARBOUR BOARD
DURING THE YEAR ENDED 30th SEPTEMBER, 1962**

Date Entered Into	Name of Contractor	Nature of Service or Supply	Date for Completion or Expiry	Amount of Contract
				£ s. d.
11th Oct., 1961	Wilkins & Davies Construc- tion Co. Ltd.	Elevated Roadway to Wharves, Lyttelton	1st Nov., 1962	90,687 0 0
1st Nov., 1961	Cory-Wright & Salmon Ltd.	Lathe	25th July, 1962	3,164 0 0
1st Nov., 1961	John Chambers & Son Ltd.	Lathe	16th Aug., 1962	704 4 10
1st Nov., 1961	Gilbert Lodge & Co. Ltd.	Radial Drill	1st Dec., 1962	1,757 5 10
1st Nov., 1961	Maud, Kirk Machinery Ltd.	Hoist	21st June, 1962	525 0 0
1st Nov., 1961	Teagle, Smith & Sons Ltd.	Bench Vices	14th Dec., 1962	88 0 0
1st Nov., 1961	John Chambers & Son Ltd.	Screw-cutting Machine	23rd Apl., 1962	414 18 0
28th Dec., 1961	Goodyear Tyre & Rubber Co. Ltd.	Euclid Tyres	28th Jan., 1962	914 17 0
28th Dec., 1961	India Tyre & Rubber Co. Ltd.	Euclid Tyres	28th Apl., 1962	581 5 0
28th Dec., 1961	E. W. Pidgeon & Co. Ltd.	Euclid Tyres	28th Apl., 1962	609 18 0
28th Dec., 1961	E. W. Pidgeon & Co. Ltd.	Euclid Tyres	28th Apl., 1962	193 15 0
28th Dec., 1961	Reidrubber Distributors Ltd.	Euclid Tyres	28th Apl., 1962	1,829 14 0
28th Dec., 1961	Tyreways (1960) Ltd.	Euclid Tyres	11th May, 1962	5,489 2 0
28th Dec., 1961	Tyreways (1960) Ltd.	Euclid Tubes	11th May, 1962	426 0 1
28th Dec., 1961	Canterbury Tyre Agency Co. Ltd.	Euclid Tyres	28th Mar., 1962	2,134 13 0
28th Dec., 1961	Canterbury Tyre Agency Co. Ltd.	Euclid Tyres	28th Apl., 1962	290 12 6
28th Dec., 1961	Canterbury Tyre Agency Co. Ltd.	Euclid Tubes	18th Jan., 1962	47 5 11
7th Feb., 1962	John Chambers & Son Ltd.	Cantilevered Pile Driving Plant	7th Nov., 1962	18,921 17 6
7th Feb., 1962	Iron & Steel Co. of N.Z. Ltd.	Chain for Patent Slip	7th Aug., 1962	1,362 14 7
4th Apl., 1962	Tolley & Son Ltd.	500 KVA Transformer	4th Oct., 1962	966 15 0
4th Apl., 1962	N.Z. Farmers Co.-op. Assn. of Canterbury Ltd.	5 Ton Tip Truck	4th May, 1962	1,951 5 0
6th June, 1962	Clyde Engineering Ltd.	*12 Electric Cargo-grabbing Cranes	See Below	446,615 0 0
1st Aug., 1962	Richardson, McCabe & Co. Ltd.	Crane Trailing Cable	15th Dec., 1962	584 18 8

*6 Cranes: 6th June, 1964; 6 Cranes: 6th June, 1965

XVIII.—PARTICULARS OF LEASES AND LICENCES GRANTED BY THE LYTTELTON HARBOUR BOARD

Name of Lessee	Number of Allotment	Locality	Area	Period of Lease or License	Expiry Date	Annual Rental	Remarks
Aitkens Ferries Ltd.	Bowser Site and Building	Launch, Jetty B	a. r. p.	Temporary	...	£ s. d.	
Atlantic Union Oil Co. (N.Z.) Ltd.	Office	Port Building, Christchurch	...	7 Yrs. 2 Mths.	30th June, 1966	58 0 0	Option of Renewal for further term.
Atlantic Union Oil Co. (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	2 0 0	7 Years	3rd Jan., 1965	2,030 0 0	Option of Renewal for further term.
Banks Peninsula Cruising Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	840 0 0	
Berry, O.	...	Timeball Signal Station	...	Temporary	...	1 0 0	
British Petroleum Co. (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	10 1 10.2	2 1/2 Years	30th Sept., 1968	130 0 0	Option of Renewal for further term.
British Phosphate Commrs.	Office	Port Building, Lyttelton	...	Yearly	31st July, 1967	2,329 0 8	
Caltex Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	4 0 20	7 Years	14th Feb., 1964	134 0 0	Option of Renewal for further term.
Caltex Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	36.7	2 Yrs. 3 Mths.	14th Feb., 1964	1,567 10 0	Option of Renewal for further term of 7 years
Canty, Yacht and Motor Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	108 0 0	
Champion, A. R.	Lot 1	Reserve Tce., Lyttelton	1 1	21 Years	16th Sept., 1982	1 0 0	Option of Renewal for further term.
Charteris Bay Yacht & Pwr. Bt Club	Site	Quarry Site, Lyttelton	35	14 Years	31st May, 1974	22 0 0	
Clark, G. D.	Hut	Reserve Tce., Lyttelton	36.1	Temporary	31st July, 1962	5 0 0	
Collins, S. I.	Lot 3	Naval Point Reclamation Area	1 0 30	9 Years	31st Jan., 1967	13 0 0	
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 3 13.6	7 Years	30th May, 1967	4 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	17.9	21 Years	31st Aug., 1967	440 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 0 12.4	11 Yrs. 3 Mths.	31st Aug., 1967	366 5 0	Option of Renewal for further term.
Feron, P. & Sons Ltd.	Site	Low Level Breastwork	62ft. x 17 1/2ft.	10 Years	31st Dec., 1968	22 7 6	Option of Renewal for further term.
A. R. Guthrey & Co. Ltd.	Office	Port Building, Lyttelton	...	7 Years	31st Dec., 1968	452 11 0	Licensee to remove building on expiry of license
Helps, D. G.	Shed	Western Wharf, Port Levy	1 6.3	Temporary	...	50 0 0	Terminable on 6 months notice on either side
Holden, D.	Lot 2	Reserve Tce., Lyttelton	...	21 Years	30th Sept., 1969	110 0 0	Option of Renewal for further term.
Holm & Co. Ltd.	Office	Coronation Hall	20	Temporary	...	4 0 0	
Lack, J. N.	Dwelling	290 Oxford Tce., Christchurch	...	Temporary	...	26 0 0	
Lyttelton Borough Council	Site for Electrical Sub-stn.	Naval Point Reclamation Area	12ft. x 10ft.	Temporary	...	260 0 0	Terminable on three months' notice on either side
Lyttelton Engineering Co. Ltd.	Site	Near Patent Slip	30	14 Years	31st Mar., 1975	130 0 0	Terminable by Board on three months' notice
Lyttelton Fishermen's Association	Office Site	No. 7 Breastwork	...	Temporary	...	26 0 0	
Lyttelton Sea Scouts	Store	Foreshore (near Dock)	...	Temporary	...	1 0 0	
Lyttelton Sea Scouts	Staging	Foreshore (near Dock)	...	Temporary	...	1 0 0	
Malcouronne Wood & Chaplin	Office	Port Building, Lyttelton	...	Yearly	30th Sept., 1963	96 0 0	
Mobil Oil New Zealand Ltd.	Part Lot 1	Reclaimed Land, Dampier's Bay	2 1 27	7 Years	16th July, 1968	1,607 0 0	Option of Renewal for further term
Mobil Oil New Zealand Ltd.	...	Naval Point Reclamation Area	2 2 16.6	10 Years	31st July, 1966	1,301 17 6	Option of Renewal for further term
Mobil Oil New Zealand Ltd.	...	Port Building, Christchurch	...	7 Yrs. 2 Mths.	30th June, 1966	6,450 0 0	Option of Renewal for further term
Muller, (Mrs.) M. J.	Petrol B'wr. St.	Low Level Breastwork	...	Temporary	...	6 0 0	
Muller, (Mrs.) M. J.	Grazing Area	Sumner Road, Lyttelton	8 0 0	Temporary	...	52 0 0	
Muller, (Mrs.) M. J.	Woolshed	Sumner Road, Lyttelton	34 3 4	5 Years	31st Aug., 1965	52 0 0	Glasgow Lease
N.Z. Shipping Co. Ltd.	Lot 11	Reclaimed Land, W. Lyttelton	1 17	21 Years	30th Sept., 1966	175 0 0	Compensation for buildings on Expiry of lease
N.Z. Shipping Co. Ltd.	Lot 10	Reclaimed Land, W. Lyttelton	37.5	21 Years	30th Sept., 1969	115 0 0	
N.Z. Shipping Co. Ltd.	Shed	Reclaimed Land, W. Lyttelton	...	Temporary	...	1 0 0	
N.Z. Shipping Co. Ltd.	Dock Store	Reclaimed Land, Dampier's Bay	...	Temporary	20th July, 1962	85 0 0	Lease Terminated
Pascoe, J.	Dock Cottage	No. 2 Jetty	...	Temporary	...	32 10 0	Tenancy terminable on one month's notice on either side
Post and Telegraph Department	Office	Near Graving Dock	...	Temporary	...	8 0 0	
Rhind, H. A.	Site	Naval Point Reclamation Area	...	Temporary	...	2 8 0	
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	5 0 0.3	7 Years	14th Nov., 1968	2,400 0 0	Option of renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	3 2 28	10 Years	31st July, 1966	1,837 10 0	
Shell Oil New Zealand Ltd.	Part Lot 2	Naval Point Reclamation Area	2 1 38.1	10 Years	30th Sept., 1969	1,045 0 0	
Sinclair, Melbourne & Co. Ltd.	Boat building Site &c.	Foreshore (near Dock)	2 10.7	14 Years	31st Mar., 1971	480 0 0	Licensee to remove buildings etc. on expiry of license
St. John Ambulance Association	...	Social Room, Supply Store Bldg.	...	Temporary	...	39 0 0	
Tank Maintenance Ltd.	Site	Near Dock	...	Temporary	...	5 0 0	
Tank Maintenance Ltd.	Office	Building at Graving Dock	...	Temporary	...	52 0 0	
Turnbull, A. H. & Co. Ltd.	Office Site	Br's'rk between 4 & 5 Jetties	20ft. x 12ft.	Temporary	...	12 0 0	Terminable on one month's notice Tenant to remove Bldg.
Union Steam Ship Co. Ltd.	T.S.231, 234	Brittan Tce., Lyttelton	31.6	14 Years	9th Dec., 1963	7 10 0	Option of renewal for further term.
Union Steam Ship Co. Ltd.	Elev. Gangway & Gear Store	No. 2 Jetty	...	Temporary	...	280 0 0	
Union Steam Ship Co. Ltd.	Office	Port Building, Lyttelton	...	7 Years	30th Sept., 1968	1,000 0 0	Option of renewal for further term
Union Steam Ship Co. Ltd.	Building	Coronation Hall	...	7 Years	30th Sept., 1968	76 0 0	
U.S. Navy, Supply Corps.	Site	Anderson's Site, Lyttelton	...	Temporary	15th Jan., 1963	300 0 0	

XIX.—SHIPPING RETURN

Arrivals in the Inner Harbour at the Port of Lyttelton during the 74 Years and 9 Months
ended 30th September, 1962.

YEAR	COASTAL		INTERCOLONIAL		FOREIGN		TOTAL	
	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net
1888	1,402	238,382	215	215,540	83	148,765	1,700	602,687
1889	1,433	249,848	256	249,931	75	124,172	1,764	623,951
1890	1,334	234,857	216	260,270	84	156,782	1,634	651,909
1891	1,327	246,421	236	256,642	81	189,248	1,644	692,311
1892	1,267	251,649	215	252,693	103	227,632	1,585	731,974
1893	1,178	303,061	224	252,550	88	187,888	1,490	743,499
1894	1,156	336,620	251	273,746	78	191,357	1,485	801,723
1895	1,179	360,830	253	299,904	96	243,502	1,528	904,236
1896	1,199	353,969	248	292,493	83	223,519	1,530	869,981
1897	1,162	407,887	235	300,312	84	228,756	1,481	936,955
1898	1,141	399,992	237	338,501	69	194,178	1,447	932,671
1899	1,145	515,179	243	371,626	107	298,193	1,495	1,184,998
1900	1,084	496,996	212	335,119	102	352,012	1,418	1,184,127
1901	1,088	614,480	267	425,578	128	407,313	1,483	1,447,371
1902	1,194	673,098	258	420,488	114	401,379	1,566	1,494,965
1903	1,167	656,241	254	452,480	124	513,492	1,545	1,622,213
1904	1,218	711,267	241	452,467	125	516,180	1,584	1,679,914
1905	1,310	811,707	237	446,347	126	548,379	1,673	1,806,433
1906	1,324	849,391	253	511,938	136	593,247	1,713	1,954,576
1907	1,226	881,256	235	497,337	127	534,895	1,588	1,913,488
1908	1,274	943,389	251	546,497	142	589,653	1,667	2,079,539
1909	1,453	989,164	223	490,669	157	651,145	1,833	2,130,978
1910	1,841	1,092,016	189	411,844	146	651,499	2,176	2,155,359
1911	1,858	940,149	236	457,981	171	738,921	2,265	2,137,051
1912	1,905	1,004,832	229	512,035	155	728,861	2,289	2,245,728
1913	1,779	922,249	235	549,574	134	596,215	2,148	2,068,038
1914	1,634	939,126	286	605,844	155	650,825	2,075	2,195,795
1915	2,022	951,160	233	454,660	134	564,673	2,389	1,970,493
1916	1,862	837,422	152	289,464	111	506,349	2,125	1,633,235
1917	1,759	743,853	136	254,737	88	404,868	1,983	1,403,458
1918	1,704	737,435	82	147,141	55	244,324	1,841	1,128,900
1919	1,730	764,215	85	161,005	74	352,982	1,889	1,278,202
1920	1,171	749,208	142	259,576	110	521,813	1,423	1,530,579
1921	1,145	693,879	151	220,637	141	602,461	1,437	1,516,977
1922	1,244	733,703	127	192,847	145	699,459	1,516	1,626,009
1923	1,321	832,767	98	179,949	177	837,498	1,596	1,850,214
1924	1,282	814,366	93	187,772	177	865,876	1,552	1,868,014
1925	1,275	857,733	82	164,605	198	899,399	1,555	1,921,737
1926*	1,017	697,529	59	131,614	150	704,491	1,226	1,533,634
1927	1,363	924,881	72	146,985	175	830,199	1,610	1,902,065
1928	1,378	921,645	49	103,804	183	886,781	1,610	1,912,230
1929	1,368	955,622	57	106,612	185	921,337	1,610	1,983,571
1930	1,427	942,448	55	110,911	191	976,821	1,673	2,030,180
1931	1,239	914,248	57	93,216	179	927,528	1,475	1,934,992
1932	1,103	1,001,392	57	68,419	157	825,197	1,317	1,895,008
1933	1,112	1,023,694	61	69,885	176	910,370	1,349	2,003,949
1934	1,212	1,036,187	63	78,103	166	829,162	1,441	1,943,952
1935	1,173	1,000,147	79	116,162	173	896,553	1,425	2,012,862
1936	1,369	986,360	71	118,290	195	987,830	1,635	2,092,480
1937	1,346	1,012,903	73	131,963	203	1,044,582	1,622	2,189,448
1938	1,228	1,020,109	67	119,995	210	1,071,049	1,505	2,211,153
1939	1,235	1,027,166	67	120,904	197	1,005,427	1,499	2,153,497
1940	1,105	1,013,779	61	90,516	150	823,511	1,316	1,927,806
1941	989	930,507	48	65,366	86	403,674	1,123	1,399,547
1942	811	801,012	41	63,388	82	421,460	934	1,285,860
1943	717	817,374	44	63,337	98	440,596	859	1,321,307
1944	652	796,580	32	42,370	87	385,877	771	1,224,827
1945	655	807,806	32	45,437	70	348,190	757	1,201,433
1946	595	718,810	29	40,872	123	656,864	747	1,416,546
1947	644	982,387	26	34,196	153	757,791	823	1,774,374
1948	608	1,053,938	22	29,003	166	799,779	796	1,882,720
1949	687	1,065,065	31	39,484	165	798,429	883	1,902,978
1950	670	1,066,088	26	32,977	178	862,176	874	1,961,241
1951	555	971,630	17	19,106	161	789,276	733	1,780,012
1952	684	1,121,891	32	45,203	227	1,115,425	943	2,282,519
1953	825	1,144,060	57	93,586	190	926,716	1,072	2,164,362
1954	835	1,325,438	62	104,623	211	1,083,405	1,108	2,513,466
1955	802	1,293,426	66	114,029	215	1,060,758	1,083	2,468,213
1956	798	1,287,833	79	131,187	257	1,306,839	1,134	2,725,859
1957	803	1,280,976	77	130,423	251	1,256,709	1,131	2,668,108
1958	857	1,301,533	83	143,004	291	1,410,720	1,231	2,855,257
1959	896	1,327,325	81	123,077	320	1,538,896	1,297	2,989,298
1960	856	1,294,161	72	116,911	351	1,693,420	1,279	3,104,492
1961	717	1,270,825	95	147,694	373	1,766,805	1,185	3,185,324
1962	897	1,333,079	77	118,097	437	2,152,598	1,411	3,603,774

Exclusive of H.M. Warships and Transports, Survey and Exploration Vessels.

*9 Months

XX.—Port of Lyttelton—Tonnage Statistics of Cargo Passing over Wharves during Twelve Months ended 30th September, 1962.

NATURE OF CARGO			DETAILS OF TONNAGE						CLASSIFIED TOTALS OF TONNAGE					
Inwards			Transshipments			Outwards			Totals for Twelve Months	Total Coastal In and Out	Total Overseas In and Out	Total Inwards Tonnage	Total Outwards Tonnage	Total Trans.
Coastal	Overseas		Coastal to Coastal	Overseas to Coastal	Coastal to Overseas	Overseas to Overseas	Coastal	Overseas						
Tons	Tons		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Beans and Peas	13	...	...	...	...	...	...	9,436	11,283	1,834	9,449	74	11,209	...
Butter	1,422	...	...	...	...	...	...	420	1,842	1,422	16,079	142	420	...
Bitumen	...	16,079	...	...	...	...	...	...	16,079	...	16,079	16,079	...	...
Cement	416	456	...	...	...	...	...	...	932	476	456	872	60	...
Cereals	56	238	...	...	...	...	...	...	6,986	6,748	238	294	6,692	...
Chaff	...	...	...	...	...	...	...	...	732	732	...	...	732	...
Cheese	8	...	...	...	...	...	...	...	40	819	771	8	811	...
Coal	...	...	...	...	...	...	...	...	113	107	6	...	113	...
Coke	...	...	...	...	...	...	...	...	3,086	3,086	...	...	3,086	...
Fish	9	...	...	...	...	...	...	...	978	304	674	9	969	...
Flour	120	...	...	...	...	...	...	...	11,050	11,050	...	120	10,930	...
Fruit, Preserved	30	2,229	...	...	...	...	...	...	2,315	76	2,229	46	46	...
Fruit, Fresh	1,194	21,693	...	...	...	...	...	...	23,709	1,847	21,693	22,887	653	...
Grain	1,133	...	...	...	...	...	...	...	28,167	28,148	19	1,133	27,034	10
Hemp	155	2,555	...	...	...	...	...	...	4,023	1,457	2,566	2,710	1,313	169
Hides	170	74	...	...	...	...	...	...	7,997	291	7,690	244	7,737	...
Honey	4	...	...	...	...	...	...	...	110	104	6	4	106	16
Iron	2,438	45,598	...	...	...	...	...	...	49,292	3,553	45,680	48,036	1,197	59
Lime	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Live Stock	1,449	...	...	...	...	...	...	...	2,161	2,155	6	1,454	707	...
Machinery	1,514	8,391	...	...	...	...	...	...	13,387	4,759	8,577	9,905	3,431	...
Manures	50	88,782	...	...	...	...	...	...	90,259	108	90,151	88,832	1,427	51
Meat, Frozen	238	...	...	...	...	...	...	...	47,156	596	46,560	238	46,918	...
Meat, Preserved	1,462	...	...	...	...	...	...	...	2,239	1,858	381	1,462	777	...
Milk Products	809	...	...	...	...	...	...	...	1,455	818	637	819	636	...
Motor Spirits	1,297	232,955	...	...	...	...	...	...	268,155	31,263	236,791	234,252	33,903	...
Motor Vehicles	138,053	22,536	...	...	...	...	...	...	274,152	251,263	22,878	160,589	113,552	...
Oil	3,353	87,796	...	...	...	...	...	...	102,105	11,572	90,532	91,149	10,955	11
Paper	14,128	6,741	...	...	...	...	...	...	21,233	14,370	6,859	20,869	360	1
Potatoes	11	...	...	...	...	...	...	...	27,458	25,663	1,795	11	27,447	4
Seeds	44	354	...	...	...	...	...	...	6,947	2,147	4,797	398	6,546	3
Sugar	14,334	1	...	...	...	...	...	...	14,357	14,338	1	14,335	4	18
Tallow	...	...	...	...	...	...	...	...	9,987	326	9,661	...	9,987	...
Hardwoods	187	14,477	...	...	...	...	...	...	14,785	302	14,477	14,664	115	6
Softwoods	67	4,834	...	...	...	...	...	...	5,556	507	4,991	4,901	597	58
Beer, Wines, etc.	5,218	1,453	...	...	...	...	...	...	6,948	5,495	1,453	6,671	277	...
Wood Pulp	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wool	2,098	224	...	...	...	...	...	...	32,334	2,711	29,476	2,322	29,865	147
Sundries	101,118	126,158	...	...	...	...	...	...	329,886	190,821	137,388	227,276	100,933	1,677
TOTALS	292,646	683,652	94	586	166	1,384	...	329,810	1,440,073	622,456	815,387	976,298	461,545	2,230

Total Tonnage handled at the Port of Lyttelton during the Twelve Months ending 30th September, 1962, 1,440,073 tons; 1961, 1,537,342 tons; 1960, 1,331,487 tons; 1959, 1,332,805 tons; 1958, 1,414,373 tons.

XXI.—COMPARATIVE TONNAGE STATISTICS OF CARGO PASSING OVER THE WHARVES AT LYTTTELTON

For the 40 Years and Nine Months ended 30th September, 1962

YEAR	INWARDS		OUTWARDS		TRANSHIPMENTS	TOTAL
	Coastal	Overseas	Coastal	Overseas		
1877 to 1921	not available					
1922	203,125	218,207	149,687	85,192	2,210	658,421
1923	211,678	244,084	176,188	57,798	2,008	691,756
1924	154,692	342,007	150,371	56,160	1,948	705,178
1925	152,131	343,555	163,308	64,965	3,016	726,975
1926						
(9 months)	121,869	236,002	121,389	66,769	2,082	548,111
1927	157,919	282,188	178,326	75,152	2,647	696,232
1928	142,760	258,374	217,569	71,920	645	691,268
1929	167,234	276,806	231,594	68,881	500	745,015
1930	165,531	264,644	224,796	70,628	570	726,169
1931	121,135	194,267	190,060	64,683	1,599	571,744
1932	101,223	157,579	155,762	75,109	1,451	491,124
1933	94,382	174,963	147,370	105,280	1,489	523,484
1934	115,220	179,510	177,603	75,805	1,941	550,079
1935	118,895	223,375	188,540	71,425	2,302	604,537
1936	126,215	260,354	205,010	75,632	2,721	669,932
1937	140,255	304,826	220,919	94,780	2,652	763,432
1938	158,976	314,860	175,551	74,604	3,599	727,590
1939	158,478	310,508	191,475	85,581	3,265	749,307
1940	169,457	228,622	191,932	77,748	2,744	670,503
1941	180,947	213,104	212,019	63,358	1,425	670,853
1942	207,468	163,311	211,443	113,126	3,899	699,247
1943	194,611	132,114	226,715	149,063	327	702,830
1944	181,655	194,798	232,526	115,569	2,404	726,952
1945	172,693	153,168	237,656	93,897	861	658,275
1946	183,508	225,269	225,449	99,583	342	734,151
1947	192,483	268,401	244,727	96,204	834	802,649
1948	187,994	364,741	220,748	130,570	1,005	905,058
1949	200,297	344,065	242,139	107,302	1,633	895,436
1950	191,017	407,198	229,735	101,092	139	929,181
1951	173,139	398,259	230,981	97,562	1,267	901,208
1952	203,666	616,045	262,762	105,662	3,292	1,191,427
1953	200,724	469,315	285,575	91,971	1,532	1,049,117
1954	222,127	487,168	288,078	82,270	2,991	1,082,634
1955	260,212	633,320	306,688	89,419	2,903	1,292,542
1956	271,728	681,051	296,751	111,960	1,171	1,362,661
1957	277,894	712,615	323,207	123,024	381	1,437,121
1958	283,029	688,944	320,391	120,830	1,179	1,414,373
1959	270,837	617,333	319,549	122,582	2,504	1,332,805
1960	292,811	598,848	302,139	136,429	1,260	1,331,487
1961	307,973	785,934	317,309	123,922	2,204	1,537,342
1962	292,646	683,652	329,810	131,735	2,230	1,440,073

XXII.—Analysis of Ordinary Revenue during the year 1962, and the preceding Four Years.

Particulars of Revenue	1962			1961			1960			1959			1958		
	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue
(1) Dues payable by Importers and Exporters:															
On Goods: Wharfrage	258,951	403,060	49.12	270,037	422,184	50.23	247,160	382,941	51.82	234,593	365,613	52.63	255,242	399,591	54.95
H.I.R.	144,109			152,147			135,781			131,020			144,349		
(2) Dues payable by Shipping:															
Pilotage and Port Charges	133,455			113,500			106,891			98,246			92,221		
Towage	33,688			31,545			27,558			25,103			23,322		
Warps	3,396			3,559			2,915			2,516			2,549		
Fenders	2,264			2,560			1,928			1,947			2,125		
Berthage	60,619			69,269			55,465			52,639			59,964		
Electric Light	15,954			16,484			12,829			12,509			11,418		
Hire of Electric Cranes	87,908			98,096			84,328			79,142			78,640		
Hire of Floating Crane	7,722			15,973			8,859			8,173			13,649		
Ships Lines	3,876			3,037			3,082			1,367					
Hire of Telephones	1,043	349,925	42.64	1,174	355,197	42.26	964	304,819	41.24	839	282,481	40.67	933	284,821	39.17
(3) Charges payable by Ships, other than Dues:															
Graving Dock Charges	7,297			6,693			5,268			6,370			5,070		
Patent Slip Charges	817	8,114	99	515	7,208	86	475	5,743	78	232	6,602	95	291	5,361	74
(4) Miscellaneous Charges payable by Lessees and General Public, etc.:															
Rents	26,502			24,130			23,543			17,391			13,483		
Storage	6,932			7,591			1,728			3,405			4,494		
Cool Storage	10,582			11,030			10,363			9,058			11,268		
Hire of Mobile Crane	11,738			8,261			7,463			6,222			4,779		
Yacht Moorings, Boat and Watermen's Licenses	658			649			608			613			597		
Incidental Receipts	3,132	59,544	7.25	4,255	55,916	6.65	1,826	45,531	6.16	3,246	39,935	5.75	2,734	37,355	5.14
		£820,643	100.00		£840,505	100.00		£739,034	100.00		£694,631	100.00		£727,128	100.00

XXIII.—Particulars relating to the Port of Lyttelton

CANTERBURY, NEW ZEALAND

General.—The Port of Lyttelton is situated on the north-western side of Banks Peninsula, having an opening to the north-east, is the principal seaport of the Provincial District of Canterbury, and is seven miles distant from Christchurch (the principal City) with which it is connected by a line of railway, the Moorhouse Tunnel (a mile and three-quarters in length) being on this section. The Canterbury District is intersected by lines of railway some three hundred and fifty miles in length. The Lyttelton Harbour Board's representation area extends from the Rangitata River south, to the Conway River north, and embraces twenty-one counties, which in turn include the City of Christchurch and six boroughs in the various combined or constituent electoral districts.

The total area represented by the Board is 10,186 square miles, with a population of 260,000 and a capital value of 137 million pounds. Although there are several hundreds of square miles of pastoral country within the representation area, it also includes nearly two million acres of land in cultivation.

NAVIGATION AIDS—

Light Godley Head.—A group flashing white light showing three flashes every 26 seconds visible 24 miles, situated on Godley Head 317 feet above high water, and about 100 feet from the top of the cliff.

A Lighted Whistling Buoy is moored off the entrance to the harbour, in a position ten cables from Godley Head and seven and a-half cables from Adderley Head. The 750-c.p. flashing white light is sixteen feet above water, is visible nine miles in clear weather, and gives a flash every three seconds. The buoy carries a 10-in. wavemotion-actuated air whistle and a diamond shaped radar reflector is mounted on top of the buoy.

Parsons Rock Buoy.—A white and red chequered buoy showing a flashing white light (2 flashes) every 10 seconds, visible $5\frac{1}{2}$ miles, height 9 feet above sea level, and a radar reflector is mounted on the top of the buoy. The buoy is moored 1,380 feet from the centre line of the channel and 1,200 feet from Parsons Reef.

Fog Signals.—The N.Z. Government Marine Department maintains on Godley Head a fog diaphone, sounding one blast every minute (blast 3 secs.), just below the lighthouse on the head and at an elevation of 270 feet.

Signal Station.—A black and white tower on the knuckle of Gladstone Pier 53 feet above high water equipped with flags, 10in. signal day-lamp, aldis lamp, and radio telephone. The call sign is Z.L.H.L. and a listening watch is kept for 15 minutes at each and every hour.

Inner Harbour.—The Harbour Board maintains on the small lighthouse situated at the end of the eastern mole at the inner harbour entrance, an electrically-operated fog bell ringing every 20 secs. (bell 5 secs). The sound is muffled in the inner harbour from 170 deg. to 286 deg.

Fog Signal on Sticking Point.—An electrically-operated fog-signal sounding a low note every 30 seconds—thus: sound 5 seconds, silence 25 seconds. The horn will sound into the harbour in a south-easterly direction.

Beacon Lights for Marking the Dredged Channel.—Two beacons with automatic flashing lights have been erected for leading lights as a guide to enable deep draught ships to keep in the dredged channel. The front beacon is about three cables off the harbour entrance in sixteen feet of water, and the rear beacon (which is higher than the front one) is on Shag Reef. A flashing red light every one and a-half seconds (flash $\frac{1}{2}$ sec., eclipse 1 sec.) is shown from the front beacon and a white flashing light every five seconds (flash 2 secs., eclipse 3 secs.) from the rear beacon. These beacons, in line with one another, at $260\frac{1}{2}$ degrees, mark the centre of the dredged channel. Two small beacons, in line 302 degrees, and each exhibiting a fixed triangular neon sign, are situated on Naval Point reclamation to indicate when to turn up towards the inner harbour entrance. The turning point is also indicated at night by a fixed red light showing on the eastern breakwater and bearing 318 degrees.

Navigation Lights.—Camp Bay.—Two fixed red lights, in line $195\frac{1}{2}$ degrees, to facilitate night navigation and anchoring, are situated in Camp Bay.

Inner Harbour and Breakwaters.—The breakwaters are formed of rubble stone blasted from the quarries at Naval and Officers' Points, and deposited on the respective sites. The outer slopes of both breakwaters are protected or faced with large blocks of stone. The Officers' Point or eastern breakwater is some 2,010 feet in length with a width of forty feet on the top and having an elevation of six feet above high-water spring-tide. This breakwater has also a timber breastwork built along its inner face for its entire length—known as Gladstone Pier—and the outer face is protected by a reinforced concrete parapet wall two feet six inches high, with a concrete pathway or promenade five feet wide on the inside. The Naval Point or western breakwater was formerly 1,400 feet in length, but is now almost entirely incorporated with the reclamation area, which abuts on to its southern face. Along its northern or inner harbour face are breastwork wharves providing berthage for vessels carrying fuel oils in bulk in connection with adjoining sites for oil storage in bulk.

Water Area Enclosed.—The area of water enclosed within the breakwaters is approximately one hundred and six acres.

The Depth of Water and Berthage in Inner Harbour.—The present depth of water inside the breakwaters, and at the various wharves, varies from 20 feet to 38 feet at low tide. A channel has been dredged from the outer harbour to the entrance between the moles to a depth of $32\frac{3}{4}$ feet at low tide. The range of the tide is about $6\frac{1}{2}$ feet spring tides, $4\frac{1}{2}$ feet neap tides. The total berthage accommodation served by railway is over 12,000 feet.

Overseas Steamers' Berths and Telephones.—Overseas steamers berth at the Gladstone Pier, No. 1 breastwork, Nos. 2, 3, 4, 6 and 7 wharves. Vessels load and discharge inflammable or fuel oil in bulk at the oil tankers' wharf, Naval Point. Ships' Telephones connected with the public automatic telephone exchange are available at the main wharves.

Lyttelton-Wellington Steamer Express Service.—No. 2 Wharf, which has been the Lyttelton-Wellington steamer express berth for many years, accommodates the full length of the Invercargill-Dunedin-Christchurch express train. The N.Z. Government Railways and Union Steam Ship Coy. Ltd. provide ticket boxes on the jetty for the sale of railway and Wellington steamer express tickets respectively. A public "slot" telephone is also available.

A covered passenger platform has been constructed on this jetty, and provides direct access from the train to steamer's gangway and vice versa.

A special passenger train runs between the No. 2 wharf and Christchurch direct on arrival and departure of the Lyttelton-Wellington steamer express. Facilities are provided at this berth for passengers' motor-cars being driven to and from the ship's side, and landed or shipped by the steamer express.

Fire Prevention and Fresh Water.—To guard against damage from fire and to supply the shipping, the whole of the wharves are supplied with water under high pressure from the Lyttelton Borough Council's main, and in addition, the Board's Tugs and Dredges "Peraki" and "Te Whaka" are each fitted with powerful steam fire-pumps and "Foamite" oil-fire plant. Fresh water for vessel's use is supplied by the Lyttelton Borough Council, at 5/- per 1,000 gallons.

Harbour Charges at Lyttelton:

Graving Dock Charges:—For all vessels up to 300 tons £32, 301 to 400 tons £39, 401 to 700 tons £46, 701 to 800 tons £53, 801 to 900 tons £62, 901 to 1000 tons £67, 1001 to 1100 tons £71, 1101 to 1200 tons £80, 1201 to 2000 tons £89, 2001 to 3000 tons £98, 3001 to 4000 tons £107, 4001 to 5000 tons £115; and four clear days are given in dock in all cases. The Board finds dock and machinery, but takes no responsibility.

Patent Slip.—A Patent Slip, capable of taking up a 250 ton vessel, has also been provided by the Harbour Board. Charges for use of the Slip:—

Up to 25 tons gross register, £10 for any period up to five days, and 30s. per day after the fifth day.

Over 25 tons and up to 75 tons gross register, £12 10s. for any period up to five days, and 30s. per day after the fifth day.

Over 75 tons and up to 150 tons, gross register, £15 for any period up to five days, and 30s. per day after the fifth day.

Over 150 tons and up to 250 tons, gross register, £20 for any period up to five days, and 30s. per day after the fifth day.

Thirty-three and one-third per cent. reduction on the above scale of charges will be allowed when, subject to the approval of the Harbourmaster, two or three vessels, other than those belonging to the Board, are placed on the Patent Slip and hauled up together, and remain on the Patent Slip the same number of hours.

The above rates cover the cost of all labour connected with hauling up and launching (the crew of the vessel to give their assistance as may be required); and the cost of blocking a vessel and shifting the blocks after hauling up, during ordinary working hours.

Wharfage Dues (payable by the Importers and Exporters of goods)—

General Merchandise: $3/7$ per ton (by weight or measurement).

Wool, $3/7$ per bale.

Timber, 9d. per hundred feet super.

Crude Petroleum and Kindred Oils in bulk: $3/7$ per ton inwards, $2/3$ per ton outwards of 250 gallons.

Goods re-shipped within six months are free of outward wharfage on declaration.

Harbour Improvement Rate totalling $2/3$ per ton is payable on all goods passing over the wharves in addition to the above wharfage charges.

Pilotage Dues.—On all vessels over 100 tons net register, 3½d. per ton inwards, and 3½d. per ton outwards.

Pilotage.—Charge when the services of a Pilot are used to move vessels from berth to berth or to and from Graving Dock:—For vessels up to 2000 tons gross—£4 10s.; rising to £15 for a 6000 ton vessel.

Port Charges.—6d. per ton net register, provided that such charge shall not exceed eighteen pence a ton half-yearly.

Berthage Charges.—1½d. per ton net register per day while a vessel remains in the Inner Harbour of the Port of Lyttelton, unless laid up or undergoing repairs or overhaul, when the Berthage Charge is ½d. per ton per day. Sundays and holidays exempt unless cargo or passengers taken on board or landed.

Towage Fees.—For the services of the Tug shifting or being in attendance on overseas' steamers when entering or leaving the Inner Harbour or to and from the Dock, each way, £15 per hour or part of an hour during ordinary working hours. Outside ordinary working hours the overtime of the officers and crew will be charged for in addition to the above rate.

Coir Springs.—For each Spring for first three days, £1 15s. 6d.; for each Spring for each day after three days, 6/-.

Wood Fenders.—£1 5s. 0d. for first day, with 15/- for each succeeding day for round Softwood Fenders used by each vessel at any wharf. For the hire of special rectangular solid floating Fenders up to four in number the charge is Eight Pound Fifteen Shillings (£8 15s. 0d.) for a period not exceeding four days; after four days the charge is 10/- per Fender per day.

Floating Crane.—The Board's self-propelled 80-ton Floating Crane "Rapaki" is available for heavy lifts. The charges are: £25 for the first hour or part hour, and £12 15s. 0d. for each subsequent hour or part hour, during ordinary working hours; or at the option of the Board, 17/- per ton for lifts of 25 tons or over; with a minimum charge in the latter case of £20, slings and shackles extra. Outside ordinary working hours overtime will be charged in addition to the above rates.

Hire of 3-ton and 5-ton Electric Cranes.—3-ton and 5-ton electric wharf cranes are available on all main wharves for hire on the conditions set out in the Board's By-laws. The present charge for the use of a crane is £1-3-9 per hour or part of an hour plus driver's wages, with an extra charge of 5½d. or 8d. per hour when bulk cargo is being worked with grabs.

Special Grabs for use with electric cranes for working bulk cargoes are supplied at 13s. 4d. per grab per hour; minimum one hour.

Telephones.—10/- per telephone per day with a minimum charge of £1.

Wharf Lighting.—The Wharves and Railway Yards are well lighted by electric lamps. Connections are also provided for temporary lighting on board ships for working cargo, etc. Equipment and electric current is supplied by the Board at the undermentioned rates:

Electric Wharf Lights.

Application for the use of special electric lights shall be made on forms supplied at the Electric Light Station not later than 4 p.m. on the day on which the light is required.

The charge for each 2,000 candle power light shall be:

From dark until sunrise, 5s. per hour.

Electric Cargo Lights on Board Vessels.

- (1) For hire of Main Cables, Clusters and Flexes for any one vessel: five shillings per day or part of a day.
- (2) For supply of electric current: one shilling per Lamp-Cluster per hour.

The time for supply of electric current is calculated from the time the distribution board leaves the Electric Light Station to the time it is returned. The minimum to be charged for any one day shall be one hour.

Electric Cranes and Capstans.—The Gladstone Pier, No. 1 Breastwork, and Wharves Nos. 2, 3, 6 and 7 are equipped with 5-ton and 3-ton electric cranes. All wharves are fitted with electric capstans.

Railway Lines on Wharves.—The whole of the main wharves have lines of rails laid down upon them connected to the railway system of the Dominion, and goods are landed or shipped direct into or from railway trucks, being hauled thence direct to Christchurch or country stations, or vice versa. Extensive storage accommodation for primary products is also provided adjacent to the wharves, and the Port is well provided with privately owned wool dumping stores.

Cool and Freezing Chambers for Dairy Produce. The Harbour Board has cool and freezing chambers near No. 7 wharf, built chiefly for the accommodation of butter and cheese to be graded and stored for export. The building is divided into ten separate compartments—seven of 85 tons capacity each and two of 35 tons capacity, with grading and testing rooms for the use of the Government dairy produce graders. The chambers may be used independently of each other for cool storage or freezing chambers as required. There are also special chambers for the cool storage of cheese, with a total capacity of 5,700 crates. Two additional cheese chambers were provided at No. 1A Store in 1937, to accommodate 7,400 crates of cheese.

Since "The Dairy Industry Act" came into force on the 29th November, 1894, dairy produce for export from Lyttelton has passed through the Board's cool stores for inspection and grading by the Government Inspector prior to shipment.

Grain Storage in Lyttelton.—Provision has been made by the Board for the storage of grain and agricultural produce in Lyttelton at reasonable rates. The Board has storage space in No. 1, No. 1A and No. 2 stores for 11,000 tons of produce.

Graving Dock.—The Graving Dock is capable of docking a vessel 462 feet by 54 feet beam and 18 feet draught. The general dimensions of the Dock are as follows:—

Length on Floor	450	feet
Length on Top	481½	"
Width on Floor	46	"
Width on Top	82	"
Width of Entrance	62	"
Width where Ship's Bilge should be.....	54½	"
Depth on Sill at High Water	23	"

Tug Service.—The Harbour Board maintains a powerful twin-screw steam tug, which is open for engagement by vessels requiring her services outside the Heads as well as in the Harbour. A second steam tug may be made available at short notice. The day signal for the tug is Flags YA International Code, and as a continuous watch is always kept at the Signal Station at Gladstone Pier, vessels making this signal can be seen.

Bunkering Services for Coal and Oil. A coal bunkering service is maintained in the Port by the State Coal Department, and fuel for bunkers is obtainable at the Board's Oil Wharf and Cattle Jetty at Naval Point (Western Mole), which is served from the neighbouring Oil Companies' installations.

Statistics.—For the year ended 30th September, 1962, the revenue of the Board was £820,000. During the same period 1,411 vessels entered the port representing 3,603,774 tons net register, while the tonnage of cargo passing over the wharves was 1,440,073 tons.

Constitution of Board.—Eighty-five years ago the Lyttelton Harbour Board was constituted. The present Members of the Board are: A. A. Macfarlane, D.F.C., J.P., (Chairman); W. F. McArthur, J.P., (Deputy Chairman); L. G. Amos, J.P.; S. E. Boanas, J.P.; J. Brand; E. Brophy, A.P.A.N.Z.; F. W. Freeman, O.B.E., J.P.; W. P. Glue, O.B.E.; W. B. Laing, J.P.; J. E. Mannering; G. Manning, C.M.G., M.A., Dip.Soc.Sci., J.P.; F. I. Sutton.

Officers of Board.—Secretary-Manager and Chief Executive Officer: A. L. Burk, F.I.A.O., J.P.; Treasurer, A. J. Sowden, A.R.A.N.Z.; Chief Engineer, J. A. Cashin, M.I.C.E., M.I.Mech.E., M.N.Z.I.E.; Harbourmaster and Chief Pilot, Captain A. R. Champion, J.P.

Harbour Board Offices.—Port Buildings, 297 Madras Street, Christchurch and Norwich Quay, Lyttelton.

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Lyttelton Harbour Board
NEW ZEALAND

Reports

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Statement of Accounts

AND

Returns

For the Year Ended 30th September
1961

CHRISTCHURCH

Printed by Coulls Somerville Wilkie Ltd., Christchurch

1962

Lyttelton Harbour Board

NEW ZEALAND

Reports
Statement of Accounts

AND

Returns

For the Year Ended 30th September

1961

CHRISTCHURCH

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1962

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MEMBERS LYTTELTON HARBOUR BOARD

Elected under the provisions of "The Harbours Act, 1950," "The Local Elections and Polls Act, 1925," and Amendments thereof; and under Regulations by His Excellency the Governor-General in Council, in pursuance of the above Acts.

Elected on SATURDAY, 21st NOVEMBER, 1959. HOLD OFFICE FOR THREE YEARS

		Date When First Elected or Appointed.
(1) <i>Principal Authority for conducting the Election:</i> <i>Christchurch City Council.</i>	F. W. FREEMAN, Esq., O.B.E., J.P.	May 1941
Five Members elected by the Electors in the con- stituent district of the City of Christchurch.	W. S. MacGIBBON, Esq. O.B.E., A.P.A.N.Z., J.P.	May 1941
	G. MANNING, Esq., C.M.G. M.A., Dip.Soc.Sci., J.P.	November 1947
	W. P. GLUE, Esq., O.B.E.	November 1948
	F. I. SUTTON, Esq.	November 1956
(2) <i>Principal Authority for conducting the Election:</i> <i>Kaiapoi Borough Council.</i>		
One Member elected by the Electors in the com- bined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.	C. W. TYLER, Esq., O.B.E., J.P. (Deceased 31st August, 1961)	May 1941
(3) <i>Principal Authority for conducting the Election:</i> <i>Lyttelton Borough Council.</i>		
One Member representing the Electors in the com- bined district of the Borough of Lyttelton and the Counties of Akaroa, Wairewa, and Mount Herbert.	W. B. LAING, Esq., J.P.	November 1956
(4) <i>Principal Authority for conducting the Election:</i> <i>Ashburton County Council.</i>		
Two Members elected by the Electors in the combined district of the County of Ashburton and the Borough of Ashburton.	J. BRAND, Esq.	November 1956
	E. BROPHY, A.P.A.N.Z.	November 1959
(5) <i>Principal Authority for conducting the Election:</i> <i>Waimairi County Council.</i>		
One Member elected by the Electors in the combined district of the County of Waimairi and the Borough of Riccarton.	L. G. AMOS, Esq., J.P.	November 1956
(6) <i>Principal Authority for conducting the Election:</i> <i>Paparua County Council.</i>		
Two Members elected by the Electors in the com- bined district of the Counties of Paparua, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote, Selwyn and the Town District of Leeston.	R. T. McMILLAN, Esq.	May 1929
	W. F. McARTHUR, Esq., J.P.	November 1947
(7) <i>Principal Authority for conducting the Election:</i> <i>Waipara County Council.</i>		
One Member elected by the Electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley.	A. A. MACFARLANE, Esq. D.F.C., J.P.	May 1955

Chairman: A. A. MACFARLANE, Esq., D.F.C., J.P.

Deputy-Chairman: W. F. McARTHUR, Esq., J.P.

OFFICERS OF THE BOARD, 1961

Secretary-Manager and Chief Executive Officer: A. L. BURK, F.I.A.O., J.P.

Treasurer: A. J. SOWDEN, A.R.A.N.Z.

Chief Engineer: J. A. CASHIN, F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Resident Engineer: A. J. CHARMAN, Assoc.M. Inst. C.E.

Harbour Master and Chief Pilot: CAPTAIN A. R. CHAMPION, J.P.

Office Manager, Lyttelton: D. H. CLIBBORN

Bankers to the Board:

BANK OF NEW ZEALAND

Solicitors to the Board:

HARPER, PASCOE, BUCHANAN and PENLINGTON

Harbour Board Office,
Christchurch,
13th December, 1961.

CHAIRMAN'S ANNUAL REPORT

Gentlemen,

I have pleasure in submitting the Eighty-fifth Annual Report of the Lyttelton Harbour Board. The Balance Sheet and Statement of Accounts are attached hereto but have not yet been audited. When the audit is completed and the accounts received from the Controller and Auditor-General they will be submitted for your approval in terms of Section 64 of the Harbours Act, 1950.

STATUTORY MEETING

The Accounts for the year ended 30th September, 1960, were adopted at an Adjourned Statutory Meeting held on the 5th day of April, 1961.

ELECTION OF CHAIRMAN

The Annual Statutory Meeting for the Election of Chairman was held on the 14th December, 1960, when I had the honour to be re-elected as Chairman. Mr. McArthur was also re-elected Deputy Chairman.

COMMITTEES AND REPRESENTATIVES ON ALLIED ORGANISATIONS

The following committees and representatives on allied organisations were elected at the Annual Statutory Meeting held on 14th December, 1960.

Staff Committee:

W. F. McARTHUR
F. W. FREEMAN
R. T. McMILLAN

L. G. AMOS
W. S. MacGIBBON
C. W. TYLER

Finance and Accounts Committee:

E. BROPHY
W. P. GLUE
G. MANNING

W. F. McARTHUR
W. S. MacGIBBON
F. I. SUTTON

Works Committee:

J. BRAND
W. P. GLUE
F. I. SUTTON

F. W. FREEMAN
W. B. LAING
C. W. TYLER

Mr. A. A. MACFARLANE, Chairman, ex officio a Member of all Committees.

Board's Representatives on Local Disputes Committee:

A. A. MACFARLANE
A. E. BENZIE

C. W. TYLER

Harbours Association and Industrial Union of Employers:

A. A. MACFARLANE
C. W. TYLER

W. F. McARTHUR
W. P. GLUE

Representatives on Canterbury Progress League:

W. F. McARTHUR

R. T. McMILLAN

Representative on Canterbury Chamber of Commerce:

F. I. SUTTON

Representative on South Island Publicity Association:

W. S. MacGIBBON

Representative on Regional Planning Authority:

L. G. AMOS

Representative on South Island Local Bodies' Association

W. S. MacGIBBON

FINANCE AND TRADE

In my last report I drew attention to the fact that the falling off in trade which had been in evidence since 1957 had been arrested. It is with pleasure, therefore, that I now record that for the first time in the history of the Port the total cargo handled exceeded 1½ million tons. The figures for the last five years are as follows:

Year					
1957	....	....	....	....	1,437,121 tons
1958	....	....	....	....	1,414,373 tons
1959	....	....	....	....	1,332,805 tons
1960	....	....	..	....	1,331,487 tons
1961	....	....	....	....	1,537,342 tons

Whilst it is gratifying to record a total increase in both coastal and overseas trade it should be noted that there has been a decrease in overseas exports of approximately 12,500 tons.

The principal decreases were :

Meat	....	....	....	....	7,700 tons
Tallow	....	....	....	....	1,800 tons
Beans and Peas	....	....	....	....	2,250 tons

The principal increase in inwards overseas cargo was motor spirits and oil which rose from 248,000 tons in 1960 to 324,000 tons in 1961. It is pleasing to report that so far as the coastal trade is concerned both imports and exports have increased.

PUBLIC DEBT

The Public Debt at 30th September, 1961, was £2,607,560 7s 8d made up as follows:

					£	£
£300,000 No. 7 Wharf and Breastworks Loan	....				300,000	
Amount Repaid	....	....	....	....	135,900	
						164,100
£600,000 Dredge Loan	....	....	....	....	600,000	
Amount Repaid	....	....	....	....	48,000	
						552,000
Motor Vehicle Parking Area and Elevated Roadway Loan	....	....	....	....	175,000	
Amount Repaid	....	....	....	....	2,600	
						172,400
Port Development Loans	....	....	....	....	1,873,710	
Amount Repaid	....	....	....	....	154,650	
						1,719,060
						£2,607,560

RAISING AND REPAYMENT OF LOANS

During the year considerable difficulty has been experienced by all classes of Local Authorities in obtaining the necessary finance to meet their capital requirements. Up to the present, however, our position has been such that there has been no necessity to consider a cessation of our activities or even a tapering off of the work.

In regard to the repayment of stock on maturity dates the Loans Repayment Account is sufficiently buoyant to meet all commitments without recourse to redemption loans.

While such a state of affairs is eminently satisfactory there are no grounds for complacency and care will require to be exercised and this phase of our finances reviewed at regular intervals.

NEW DREDGER "PERAKI"

The new dredger "PERAKI" which was launched at Renfrew, Scotland, on 28th January, 1960, arrived at Lyttelton on 14th February, 1961, after an uneventful voyage. The dredger is now engaged on developmental work on the Eastern Extension and the performance of the vessel so far has exceeded expectations.

SPECIALISED MEAT LOADING

In my last annual report I made reference to the fact that the question of the installation of specialised meat loading was to be investigated by representatives of the New Zealand Meat Producers Board and the Overseas Shipping Lines. The investigations have been completed and a report prepared. However, until such time as the report has been considered by the Executive of the Harbours Association it cannot be released for publication.

ADMINISTRATION BUILDING, LYTTTELTON

The new Administration Building in Norwich Quay, Lyttelton, has been completed and was officially opened by the Minister of Marine, the Hon. R. G. Gerard, on the 2nd August, 1961.

ELEVATED ROADWAY

A tender for the sum of £90,687 has been accepted for the construction of an elevated roadway from Norwich Quay to the base of the Inter-Island Steamer Express Wharf. It is estimated that the work will be completed in December, 1962.

CHRISTCHURCH-LYTTTELTON ROAD TUNNEL

The Christchurch-Lyttelton Road Tunnel Authority is to be congratulated on having let a tender for the construction of the road tunnel through the Port Hills. The completion of this work will prove of inestimable value to the operation of a port such as Lyttelton having regard to the quantity and pattern of its trade.

OBITUARY

The Board suffered a severe loss in the passing of Mr. C. W. Tyler in August last. Mr. Tyler joined the Board in 1941 and was a Member at the time of his death. He was Chairman from 1947 to 1949 and during that time was a Vice-President of the New Zealand Harbours Association.

Widely respected, his work will long be remembered not only in Harbour circles, but also in the numerous other phases of public life to which he devoted himself.

It is with regret that I also record the passing of Mr. W. T. Lester, who represented the Borough of Lyttelton and the Banks Peninsula section of the Harbour Board Area. He gave excellent service and was Chairman in 1932/33.

The Board suffered a loss in the untimely death of its Administration Officer, Mr. A. E. Benzie, in January, 1961.

An ex-member of the staff Mr. W. J. Helman who had lengthy service as a signalman passed away in June, 1961 after a very short retirement.

STAFF RETIREMENTS

Mr. F. Boyd retired from the Works Department after lengthy and creditable service in the Lyttelton Harbour Board.

CONCLUSION

The impending entry of Great Britain into the European Economic Community makes the position of our overseas markets somewhat obscure and at this juncture the effect on our overseas earnings can only be a matter for conjecture. Nevertheless I am satisfied that the policy of the Board in providing extra berthage and its latest decision to modernise the wharves in the Inner Harbour is a sound one.

The year under review has contained many problems and anxieties and I would like to thank my Fellow Members and all the Staff, whatever position they occupy, for their loyalty and support.

Yours faithfully,

A. A. MACFARLANE, Chairman.

Engineer's Office,
Lyttelton Harbour Board,
Christchurch,
1st December, 1961.

ENGINEER-IN-CHIEF'S ANNUAL REPORT FOR 1961

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the work of the Engineer's Department for the year ended 30th September, 1961:

DREDGING

During the year S.D. "Canterbury" was engaged exclusively in dredging in the vicinity of the New Works reclamation. The new suction dredger "Peraki" arrived in Lyttelton on 14th February, 1961, from Renfrew, Scotland, where she had left on 6th December, 1960. She was met outside the Heads by Members of the Board in the Pilot Launch "Wairangi" and escorted into the Inner Harbour. After entertaining the "Peraki's" crew to lunch, Board Members inspected the new dredger.

"Peraki" was docked for underwater inspection, cleaning and painting on the day of arrival and was floated out of dock on the 17th February for removal of spare gear and preparation for trials which were carried out successfully on 23rd February. On Sunday, 12th March, "Peraki" was open for inspection by the public and a large number of people took advantage of the opportunity.

Following acceptance trials "Peraki" was set to work in the Entrance Channel to enable the crew to become familiar with the working of the dredger. After a brief period of dredging in the channel "Peraki" has been engaged for the remainder of the year, (with the exception of two days' trials using the milling cutter) in the vicinity of the New Works reclamation.

The output of the dredgers is shown on the following table:

IN SITU TONS AT S.G. 1.68					HOPPER TONS
Inner Harbour	Channel	New Works	Total		New Works
S.D. "PERAKI" Nil	91,661	420,573	512,234		
S.D. "CANTERBURY" ,,		307,439	307,439		662,342
Totals	91,661	728,012	819,673		

COSTS PER TON PENCE

(Total costs include repairs and additions but not interest and depreciation)

IN SITU TONS				HOPPER TONS		
	Dredging	Depositing	Total	Dredging	Depositing	Total
S.D. "PERAKI"	6.112	11.203	17.315			
S.D. "CANTERBURY"	14.239	39.543	53.782	6.608	18.355	24.963

Soundings taken in August-September indicated that the minimum depth of water on the line of beacons in the channel turn was 33½ft. while on the centre line of the channel the minimum depth was 31½ft. below the zero of the harbour tide gauge.

Throughout the year the grab dredger "Te Whaka" has been engaged in dredging the berths in the Inner Harbour and has carried out other services as required. The total quantity of spoil removed amounted to 35,000 tons, most of which was deposited in Camp Bay.

S.D. "CANTERBURY":

This vessel was laid up for annual overhaul on 29th September, 1960. The survey proceeded with the dredger afloat until the dock was available on 17th October. Two-thirds of the hopper suction trunkway plating and frames were renewed. The crown plate was renewed over a length of 20ft. The keel plate was renewed over the full length of 60ft. in the hopper, together with 17 frames and 210 sq. ft. of internal plating.

In the boiler room 40ft. of frames were cropped and renewed together with 30 sq. ft. of floors and 146 sq. ft. of hull plating. Extensive repairs were necessary to the supporting frameworks of the boilers. All furnace brickwork was removed to permit hull repairs to be made. In the engine room 49ft. of frames were cropped and renewed and 24 sq. ft. of hull plating renewed.

On the starboard bow 26ft. of hull plating was renewed and a new steel shoe plate fitted to the stem to protect it from the wear and tear caused by frequently dropping the anchor.

"Canterbury" was floated out of dock on the 9th December to enable the dredger "Whakarire" to complete an extensive overhaul, which had taken six months and return to Napier. "Canterbury" was re-docked on 14th December and on completion of all underwater repair was floated out on 28th December. New lining plates were fitted to the dredging pump. Repairs to the starboard boiler supporting framework and rebuilding of furnace brickwork was completed and dredging resumed on 13th February. Half-yearly docking and hull painting was carried out from 22nd-26th May and on completion of boiler cleaning dredging was resumed on 1st June.

S.D. "PERAKI" :

In August the failure of the hydraulic pump resulted in four days' delay to dredging.

G.D. "TE WHAKA" :

After the 1960 annual overhaul dredging was resumed on the 19th October. In December the boiler was blown down for cleaning and the vessel was laid up for half-yearly overhaul and hull painting on 17th May, docked on 22nd and floated out on 26th. Dredging was resumed on 29th May.

The annual survey was put in hand on 24th August when the dredger was docked. Underwater survey and overhaul was completed and the vessel floated on 5th September. No repairs to the hull plating were necessary. Routine inspection and overhaul of the boiler and machinery continued with the vessel afloat.

TUGS "LYTTTELTON" AND "LYTTTELTON II"

"LYTTTELTON" :

The annual overhaul was put in hand on 26th May. The vessel was docked on 23rd June. Two frames were renewed, one in each propeller shaft tunnel "Lyttelton" was floated out of dock on 6th July ready for service.

"LYTTTELTON II" :

The annual survey commenced on 28th March with the vessel afloat. The tug was docked from 21st April until 6th May. Normal repairs and replacements only were necessary. Two small areas of deck plating were renewed and the tug put into commission on 12th May.

CRANESHIP "RAPAKI"

The annual survey of the floating crane was put in hand with the vessel afloat on 22nd March. The crane was docked on 21st April. The port side keel was removed and the hull plating descaled, 212 sq. ft. being sand blasted. Repairs included the caulking of decks and renewal of 16ft. of belting on the port bow. "Rapaki" was floated out of dock on 6th May. Crane and propelling machinery are in good order.

LAUNCHES AND OTHER FLOATING PLANT

The Pilot Launch "Wairangi" was slipped for annual survey on 7th November. The hull and machinery are in good order. Minor repairs only were required including the renewal of 20ft. of belting on the port side. "Wairangi" was launched and put into commission on 18th November.

The Survey Launch "Ruahine" was removed from the water from 23rd December until 6th January. Minor repairs only were necessary.

The Launch "Orari" and the New Works pontoon were slipped together from 22nd November until 1st December for annual overhaul. Both these craft were slipped again for painting in July.

To facilitate mooring the floating pile driving plant when used in the New Works area a steam mooring winch and anchor and chain cable were fitted. The pile driver was slipped for annual overhaul on 21st December. Repairs were made to the structure of the pile frame and additional fenders were fitted to the hull which was launched on 7th January.

WHARF CONSTRUCTION AND MAINTENANCE

PARKING AREA :

During the year the principal work carried out was the reconstruction of the breastwork between Nos. 2 and 3 Jetties and the building of the Parking area, which was completed in August. An area of 28,000 sq. ft. has been made available for the parking and movement of vehicles in the immediate vicinity of the ramp from the proposed elevated roadway.

MISCELLANEOUS WHARF REPAIRS :

Gladstone Pier West : The rebuilding of the roundhead, which had been almost completely demolished by a ship, was completed in November. Two fender piles and 2 mooring piles were driven to facilitate the berthing and mooring of the suction dredgers. In addition, two mooring piles were driven to replace those weakened by decay and some repairs made to wharf decking.

On No. 2 Jetty 732 sq. ft. of decking was lifted and relaid to facilitate repairs to railway tracks and one deck beam was renewed.

On No. 4 Jetty top decking was renewed over an area of 2,493 sq. ft. and additional wharf lighting was provided.

The eastern corner of No. 6 Jetty suffered damage from a ship which involved the renewal of a substantial portion of the rounded corner of the jetty.

In addition routine maintenance was carried out to fenders.

The Oil Wharf also suffered damage from a ship late in September and repairs were put in hand but not completed during the year under review.

OUTLYING JETTIES AND YACHT MOORINGS ETC.:

23 bearing piles were driven under the Charteris Bay Yacht Club Jetty and 4 bearing piles along the front of the clubhouse verandah. The piles were secured and bracing timbers fitted.

At Cass Bay 14 mooring piles for yachts were driven for trial purposes and at Corsair Bay 14 old piles, the remains of an old slipway were either extracted or cut down below sea bed level.

ELECTRIC CRANES, CAPSTANS, MOBILE CRANES AND PLANT

During the year three 3-ton cranes received a major mechanical and electrical overhaul and structural steel repaired, descaled and painted. Other electric cranes, electric capstans, mobile cranes and air compressors were maintained in good order and gave valuable service. A new tractor-mounted 5 ton hydraulic crane was received in August.

Additional floodlights were fitted to 24 electric cranes. The average number of electric cranes engaged daily at 8 a.m. on working days during the year was 21.1.

GRAVING DOCK AND SLIPWAY

The pumping machinery was dismantled for inspection in November. No. 1 pump required no repair; No. 2 pump minor repair. No. 1 pump was inspected again in March when two new bearings were fitted and coupling bolts renewed. Oil in the auto transformers and condensers was changed. Some repairs were made to the stone work of the dock alters which were fractured. The insecure stone was removed, reinforcing steel grouted into holes drilled in the andesite and the alters reformed in concrete over a total length of 193ft.

NEW SLIPWAY AND LAUNCHING RAMP :

The excavation for this structure situated to the south of the Graving Dock was completed in April.

AIDS TO NAVIGATION

The Whistling and Flashing Buoy was recharged at its moorings in January and was brought in for overhaul in April. New timber fenders were fitted and repairs made to chafed mooring gear. The buoy was returned to its station off the Heads on 2nd June.

Some repairs were made to the structure of the leading light tower on Shag Reef.

BUILDINGS

No. 1 Store : Repairs were made to the roof sheeting. Skylights were removed and Novolite sheets inserted.

No. 1A Store : Repairs were made to sheeting and the building painted.

No. 2 Store : Extensions were made to the verandahs over Nos. 1 and 3 doors to give more adequate shelter in wet weather. Additional lighting was installed and dummy capstans re-arranged to improve truck handling.

Cool Store and Sub-Station : The overhaul of a 50 ton ammonia compressor together with the condenser and circulating pump was completed in May. No. 2 ammonia condenser was overhauled and cleaned internally and externally in November. The ammonia expansion coils in the No. 10 Cheese Room cold air battery were shot blasted and painted. A new high tension cable entry to the sub-station was completed in November. Oil in all circuit breakers, transformers and condensers was changed.

Coronation Hall : The Board's activities in this building were transferred to No. 5 Shed and alterations made to the Coronation Hall to suit the Union Steam Ship Company which now occupies the building.

Painting : The following buildings have been painted : The Salvage Gear Store on No. 1 Jetty, Painters Store, Conveniences on No. 2 Jetty and at Graving Dock, Signal Tower, Rigging Loft and the fence enclosing the Oil Wharf and the Oil Wharf Watchhouse, the Dinghy Shelter and the Crane Workshop.

No. 5 Store (Supply Store/Workshop) : The Joiners Shop, Works Department Equipment Store and Pay Office have been completed and are in use.

The Supply Store, Plant Garage and Electricians Shop have been approximately 90% completed. The Mechanical Workshop sub-division has been put in hand pending the arrival of machine tools.

EASTERN EXTENSION

RECLAMATION :

Drilling through the newly placed rubble fill was carried out at four sites indicating satisfactory depth of penetration of the rubble into the mud.

Over the area reclaimed levels were taken throughout the year to observe the effects of consolidation of fill and underlying material.

Surcharging was continued at a level plus 25ft. H.D., this being confined to width of 200ft. along the southern face of the reclamation. 122 settlements were promoted, 100 being in the reclamation and 22 in the breakwater. By the end of September 20 acres had been reclaimed, the southern reclamation wall extended 1,500ft. from the breakwater, and the breakwater extended to a length of 500ft.

Two bays of the wharf were constructed for test purposes.

A storage area for New Works construction timber was completed and the stockpiling of timber commenced.

The relocation of the Lyttelton sewer outfall is 20% completed.

QUARRIES :

During the year the following material was quarried :

Rubble and Hardfill	....	....	....	615,000 cu. yds.
"B" Class Facing Stone	....	....	....	66,000 cu. yds.
"A" Class Facing Stone	....	....	....	22,000 cu. yds.

The total stone to date, 30th September, 1961, placed in the reclamation and breakwater or used for crushed metal was 2,223,000 cu. yds (loose volume); 18,000 cu. yards of crushed metal were produced for road metal, making a total to date of 51,000 cu. yards.

In readiness for increased daily quarry output with increased dredging in front of the advancing reclamation the quarry at Gollans Valley was enlarged and an area below Evans Pass opened up for quarrying. In order to release plant for this additional quarrying, wheeled scrapers and a tractor ripper were put into operation in the Main Quarry at Quarry Point.

The following new plant was acquired during the year :

- 1 Halco track drilling machine.
- 2 Euclid rear dump trucks
- 1 Broomwade rotary portable air compressor.
- 1 Bedford 2/3 ton diesel powered truck.
- 1 International AAW 120 1 ton truck.
- 1 Broomwade stationary air compressor.

Further plant was hired as required.

DREDGING, NEW WORKS :

Dredgers "Peraki" and "Canterbury" removed a total of 728,012 tons in situ material from the New Works Area.

ACKNOWLEDGEMENTS

I wish to thank the Chairman and Members of the Board for their consideration, the other Officers of the Board for their co-operation and the Staff of the Department for their willing efforts at all times.

Yours faithfully, J. A. CASHIN,

F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Engineer-in-Chief.

Harbour Master's Office,
Lyttelton Harbour Board, Lyttelton,
24th November, 1961.

HARBOUR MASTER'S ANNUAL REPORT

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the Harbourmaster's Department for the year ended 30th September, 1961. Last year's figures in parenthesis.

SHIPPING

During the year ended 30th September, 1961, 373 (351) steam and motor vessels were piloted in and out of the Inner Harbour, representing a gross tonnage of 3,096,250 (2,961,765) tons; and 812 (928) coastal and inter-colonial vessels representing a gross tonnage of 2,986,429 (2,978,742) tons were berthed in the Inner Harbour.

Total gross tonnage for year : 6,250,158 (6,070,401).

Total number of vessels for year : 1,228 (1,305).

Increase in total gross tonnage over last year : 179,757.

Decrease in number of vessels over last year : 77.

Increase in number of overseas vessels over last year : 22.

Increase in overseas gross tonnage : 134,485.

Increase in Inter-Colonial vessels : 23.

Increase in Inter-Colonial gross tonnage : 61,064.

Decrease in coastal vessels : 139.

Decrease in coastal gross tonnage : 53,377.

Increase in Navy and other vessels : 17.

Increase in Navy and other vessels gross tonnage : 37,585.

Piloted vessels arriving or departing direct from or for overseas ports :

Ports				Arrivals		Departures	
United Kingdom	....	....	....	1	(1)	14	(16)
Australian	....	....	....	1	(4)	2	(2)
Singapore, Curacao, Abadan	(Tankers)			21	(10)	10	(4)
Geelong (Tankers)	....	....	....	4	(9)	6	(2)
Suva	....	....	....	1	(6)		
Antarctica	....	....	....	10	(6)	13	(11)
U.S.A.	....	....	....	12	(7)	5	(2)
Aden	....	....	....			1	
Nauru	....	....	....	10	(9)		

TUGS "LYTTELTON" AND "LYTTELTON II"

Both tugs have been thoroughly maintained and are in good order and condition. All towing, fire fighting and salvage equipment is kept in good order and condition.

Bunker coal consumed by the tugs during the period was 960 (1,091) tons.

Summary of work performed :

Overseas vessels assisted in	....	....	....	....	....	375	(351)
Overseas vessels assisted out	....	....	....	....	....	349	(322)
Vessels assisted to shift	....	....	....	....	....	112	(64)
Inter-Colonial vessels assisted	....	....	....	....	....	47	(36)
Vessels assisted to Dock	....	....	....	....	....	18	(12)

In addition to the above, tugs shift the Board's plant whenever necessary.

NAVIGATIONAL AIDS

These have been maintained in good order and condition. Main lead beacons, second reach leads and channel extremity beacons, all wharf ends, steps and rounding on the moles have been painted. The whistling buoy is operating satisfactorily, being relieved by the buoy purchased for that purpose.

VISITS OF NAVAL VESSELS

H.M.N.Z.S. "Kaniere" 18-20th, 28th November, 1960.

H.M.N.Z.S. "Endeavour" 28th December, 1960.

H.M.C.S. "Sussexvale" 14-17th February, 1961.

H.M.A.S. "Swan" 21-24th February, 1961.

H.M.N.Z.S. "Otago" 8-10th April, 1961.

H.M.N.Z.S. "Rotoiti" 16-21st August, 1961.

S.S. "PATAGONIA STAR"

This vessel became disabled through engine trouble 34 miles from Lyttelton Harbour and was towed in by the Tug "Lyttelton II".

FIRE FIGHTING

Fire fighting drill is carried out fortnightly by the crews of the tug and pilot cutter. All hose and equipment are in good order and condition. Hose branches and hydrants are tested periodically. All Foamite units are in good order.

GRAVING DOCK AND SLIP

The Dock has accommodated 27 (29) vessels including 7 (10) of the Board's plant. The Slip has accommodated 28 (20) vessels including 5 (4) of the Board's plant.

TELEPHONES

These have been constantly in use.

LIFE SAVING

The life saving equipment in the Inner Harbour is inspected frequently; the outlying jetties every three months. All are in good order and condition.

BERTHAGE

This has again been a problem during the year, occasionally vessels having to remain at anchor. At one stage 11 vessels were anchored.

DEEP FREEZE

These vessels visited the port to refuel, load cargo and give liberty to the crews. The cargo operations are increasing each year.

YACHT MOORINGS

All moorings are occupied but there are still 18 on the waiting list.

The pile moorings put down by the Board at Cass Bay have not been used.

PILOT CUTTER "WAIRANGI"

This vessel is giving excellent service and has assisted many of the smaller vessels to berth. The radio-telephone, radar and direction finder are all operating well.

SIGNAL TOWER

The radio-telephone, stand-by electric plant, remote control to the Harbourmaster's office are all operating satisfactorily.

PILOT EXEMPTIONS

15 (12) Pilotage Exemption Examinations were held and certificates issued. 6 (9) extensions were issued.

FUEL OIL

175 (191) vessels were bunkered at the Oil Wharf and Cattle Jetty.

CRANESHIP "RAPAKI"

Total number of lifts	659	(366)
Tonnage of lifts	7,208	(4,692½)
Earnings	£15,972 18 10	(£8,858 16 1)

ACKNOWLEDGMENTS

I desire to express my appreciation to the Chairman and Members of the Board for their consideration at all times, to acknowledge the assistance of Executive Officers and express thanks to the Officers and Staff of my Department for their loyalty and assistance throughout the year.

Yours faithfully,

CAPT. A. R. CHAMPION, Harbour Master.

I.—CONTRACTORS' DEPOSIT

RECEIPTS															£
Balance, 1st October, 1960	....	....	....	....	....	....	....	....	....	....	....	....	....	....	11,995
Deposits Received	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5,566
Interest on Investments due to Harbour Fund	....	....	....	....	....	....	....	....	....	....	....	....	....	....	176
															<u>£17,737</u>

II.—SPECIAL RENEWAL AND MARINE

	£	£
Balance to Credit of Fund on 1st October, 1960		257,411
Interest on Investments for Year	9,386	
Less Bank Charges	32	
	<u> </u>	9,353
		<u>£266,764</u>

III.—SPECIAL CRANE RENEWAL

	£	£
Balance to Credit of Fund on 1st October, 1960		217,137
Transfer from General Cash Account		12,900
Interest on Investments for Year	8,734	
Less Bank Charges	11	
	<u> </u>	8,723
		<u>£238,760</u>

IV.—SPECIAL FLOATING PLANT

	£	£
Balance to Credit of Fund on 1st October, 1960		163,853
Transfer from General Cash Account		10,000
Interest on Investments for Year		7,434
Advance from General Cash Account		4,396
		<u>£185,685</u>

V.—SPECIAL ACCIDENT INSURANCE

	£	£
Balance to Credit of Fund on 1st October, 1960		77,419
Interest on Investments for Year	3,085	
Less Bank Charges	2	
	<u> </u>	3,083
Transfer from General Cash Account		3,000
		<u>£83,502</u>

VI.—SPECIAL FIRE INSURANCE

	£	£
Balance to Credit of Fund on 1st October, 1960		68,797
Interest on Investments for Year	2,577	
Less Bank Charges	4	
	<u> </u>	2,572
Transfer from General Cash Account		2,000
Advance from General Cash Account		117
		<u>£73,487</u>

ACCOUNT

	PAYMENTS																£
Deposits Refunded .....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2,632
Balance at 30th September, 1961																	
Fixed Deposit .....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	13,676
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,429
																	15,105
																	£17,737

INSURANCE CASH ACCOUNT

																£	£
Transfer to General Cash Accounts, on account Office Building, Lyttelton	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		64,000
Balance at 30th September, 1961—																	
Investments at par value in Custody of Bank	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	94,282	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	103,684	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4,797	
																<hr/>	
Amount of Fund at 30th September, 1961	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		202,764
																	<hr/> £266,764 <hr/>

FUND CASH ACCOUNT

															£	£
Balance at 30th September, 1961—																
Investments at par value in Custody of Bank ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	72,992	
Fixed Deposits ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	164,747	
Cash at Bank of New Zealand ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	<u>1,020</u>	
Amount of Fund at 30th September, 1961 ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		<u>238,760</u>
																<u>£238,760</u>

RENEWAL FUND CASH ACCOUNT

																£	£
Expenditure on Dredge "Peraki"																	20,128
Balance at 30th September, 1961—	****	****	****	****	****	****	****	****	****	****	****	****	****				
Mortgage	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	6,000	
Fixed Deposits	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	159,490	
Cash at Bank of New Zealand	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	66	
																<hr/>	
Amount of Fund at 30th September, 1961	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****		165,556
																	<hr/> £185,685 <hr/>

FUND CASH ACCOUNT

	£	£
Balance at 30th September, 1961—		
Investments at par value in Custody of Bank	82,635	
Fixed Deposit	553	
Cash at Bank of New Zealand	313	
Amount of Fund at 30th September, 1961		83,502
		£83,502

FUND CASH ACCOUNT

	£	£
Fire Premia		947
Balance at 30th September, 1961— Investments at par value in Custody of Bank		
Cash at Bank of New Zealand	<u>72,475 64</u>	
Amount of Fund at 30th September, 1961		<u>72,540</u>
		<u>£73,487</u>

VII.—INTEREST

RECEIPTS

RECEIPTS													£
Transfer from Loans Repayment Account	....	....	....	....	....	....	....	....	....	....	....	....	2,500
													£2,500

VIII.—£350,000 No. 7 WHARF AND

(Under authority "Lyttelton Harbour

(First Instalment 1/2/53—£100,000 Second Instalment 1/9/53—£50,000)

																				£
Balance at 1st October, 1960	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	70,080
Advance from General Cash Account		....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2,474

IX.—PORT DEVELOPMENT

(Under Authority "Lyttelton Harbour

No. 1. 1/7/1956—£250,000. No. 2. Part I: 1/10/57

No. 2 Part III. 31/7/1958—£150,000. No. 3 Part I.

No. 3 Part III. 1/11/1959—£100,000. No. 4 Part I.

No. 4 Part III. 1/7/1960—£100,000. No. 4 Part IV.

No. 5 Part I. 1/7/1961—£100,000.

															£
Balance at 1st October, 1960	....	....	....	....	....	....	....	....	....	....	....	....	....	....	734,854
Proceeds from Sale of Stock	....	....	....	....	....	....	....	....	....	....	....	....	....	....	236,010
Advance from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....	....	....	126,124
															<hr/> £1,096,988

X.—DREDGE LOAN

(Under Authority "Lyttelton Harbour

Balance at 1st October, 1960	£	230,060
		<hr/> £230,060

XI.—MOTOR VEHICLE PARKING AREA AND

(Under Authority "Lyttelton Harbour
£250,000—Issue of

															£
Balance at 1st October, 1960	....	....	....	....	....	....	....	....	....	....	....	....	....	....	37,400
Proceeds from Sale of Stock	....	....	....	....	....	....	....	....	....	....	....	....	....	....	137,600
Advance from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3,393
															<u>£178,393</u>

BREASTWORKS LOAN 1952 CASH ACCOUNT

Third Instalment 1/3/56—£50,000 Fourth Instalment 1/11/56—£100,000)

LOAN CASH ACCOUNT

No. 5 Part II. 1/8/1961—£100,000.

CASH ACCOUNT

Board Loan Act, 1956")

ELEVATED ROADWAY LOAN 1956 CASH ACCOUNT

£175,000, 22/12/59

	£	£
Repayment of Advance from General Cash Account—		
For year ended 30th September, 1960		2,721
Expenditure for year ended 30th September, 1961		50,671
Balance at 30th September, 1961—		
Fixed Deposits	115,485	
Cash at Bank of New Zealand	9,515	
	<hr/>	125,000
		<hr/> £178,393 <hr/>

XII.—LOANS REPAYMENT
(Under Authority, Section 5, "Lyttelton Harbour

	£	£
Balance as at 1st October, 1960		885,484
Interest on Loan Moneys Deposited		38,598
Interest, etc. on Investments	44,590	
Less Bank Charges	5	
		44,584
Annual Transfer from General Cash Account		85,630
Transfer from General Cash Account of Harbour Improvement Rate collected during year		140,000

£1,194,298

XIII.—LOANS REPAYMENT

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan—			
Repayment of Principal	20,600		
Interest	8,086	28,686	
£3,550,000 Port Development Loan, Nos. 1, 2, 3 and 4—			
Repayment of Principal	99,247		
Interest	81,558	180,805	
£600,000 Dredge Loan—			
Repayment of Principal	11,600		
Interest	27,533	39,133	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan:			
Repayment of Principal	2,600		
Interest	5,937	8,537	
Balance as at 30th September, 1961			257,164
			958,307
			£1,215,471

CASH ACCOUNT

Board Loan and Empowering Act, 1955.”)

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan, 1952—			
First Instalment £100,000:			
Repayment of Principal	7,000		
Interest Transferred to Interest Account ..	1,900		
Second Instalment £50,000:			
Repayment of Principal	5,000		
Interest Transferred to Interest Account	600		
Third Instalment £50,000:			
Repayment of Principal	5,000		
Interest	1,306		
Fourth Instalment £100,000:			
Repayment of Principal	3,600		
Interest	4,280		
		28,686	
£600,000 Dredge Loan, 1957:			
First Instalment £200,000:			
Repayment of Principal	7,200		
Interest	8,560		
Second Instalment £120,000:			
Repayment of Principal	4,400		
Interest	5,123		
Third Instalment £80,000 :			
Interest	3,849		
Fourth Instalment £200,000:			
Interest	10,000		
		39,133	
£3,550,000 Port Development Loan, 1956—			
£250,000 Port Development Loan, No. 1:			
Repayment of Principal	79,900		
Interest	9,961		
£500,000 Port Development Loan, No. 2:			
Part I. £100,000:			
Interest	5,000		
Part II. £250,000:			
Repayment of Principal	8,290		
Interest	11,251		
Part III. £150,000 :			
Interest	7,500		
£500,000 Port Development Loan, No. 3 :			
Part I. £250,000 :			
Interest	12,500		
Part II. £150,000 :			
Interest	7,500		
Part III. £100,000 :			
Repayment of Principal	10,000		
Interest	4,637		
£500,000 Port Development Loan No. 4:			
Part I. £100,000 :			
Interest	4,998		
Part II. £150,000 :			
Interest	7,500		
Part III. £100,000 :			
Interest	4,722		
Part IV. £50,000 :			
Repayment of Principal	1,057		
Interest	1,976		
Part V. £100,000 :			
Interest	4,010		
		180,805	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956 :			
Issue of £175,000:			
Repayment of Principal	2,600		
Interest	5,937		
		8,537	257,164
Balance as at 30th September, 1961 :			
Investments at par value in custody of Bank		816,730	
Fixed Deposits		110,543	
Cash at Bank of New Zealand		9,861	
			937,134
			£1,194,298

REVENUE ACCOUNT

	£	£
Balance as at 1st October, 1960		894,510
Interest on Loan Moneys Deposited		38,598
Interest, etc. on Investments	44,590	
Less Bank Charges	5	
Annual Transfers from General Cash Account		85,630
Harbour Improvement Rate		152,147
		£1,215,471

XIV.—STATEMENT OF BALANCES

ACCOUNTS	DR. £		BANK, Etc.	£	CR. £
Harbour Fund General Account	103,014		Harbour Fund General Account—		
Contractors' Deposit Account	15,105		Cash at Bank of New Zealand	183,640	
Special Renewal Fund Account	202,764		Cash on Hand	30	
Special Crane Renewal Fund Account	238,760				103,014
Special Floating Plant Renewal Fund Account	165,556		Less Unpresented Cheques		
Special Accident Insurance Fund Account	83,502		Contractors' Deposit Account—		
Special Fire Insurance Fund Account	72,540		Cash at Bank of New Zealand	1,429	
No. 7 Wharf and Breastworks Loan Account	60,780		Add Investments	13,676	
Port Development Loan Account	530,864		Special Renewal Fund—		
Motor Vehicle Parking Area and Elevated Roadway Account	125,000		Cash at Bank of New Zealand	4,797	
Loans Repayment Account	937,134		Add Investments	197,966	
				202,764	
			Special Crane Renewal Fund—		
			Cash at Bank of New Zealand	1,020	
			Add Investments	237,740	
				238,760	
			Special Floating Plant Renewal Fund—		
			Cash at Bank of New Zealand	66	
			Add Investments	165,490	
				165,556	
			Special Accident Insurance Fund—		
			Cash at Bank of New Zealand	313	
			Add Investments	83,188	
				83,502	
			Special Fire Insurance Fund—		
			Cash at Bank of New Zealand	64	
			Add Investments	72,475	
				72,540	
			No. 7 Wharf and Breastworks Loan—		
			Cash at Bank of New Zealand		
			Add Investments	60,780	
				60,780	
			Port Development Loan Account—		
			Cash at Bank of New Zealand	464	
			Add Investments	530,400	
				530,864	
			Motor Vehicle Parking Area and Elevated Roadway Loan Account—		
			Cash at Bank of New Zealand	9,515	
			Add Investments	115,485	
				125,000	
			Loans Repayment Account—		
			Cash at Bank of New Zealand	9,861	
			Add Investments	927,273	
					937,134
					<u>£2,535,024</u>
					<u>£2,535,024</u>

for the year ended 30th September, 1961

ACCOUNT

[illegible]

£598,538

£688,358

ACCOUNT

[illegible]

£147,658

£280,554

LIABILITIES											
Year ended 30/9/60											
£	£	Capital—						£	£	£	
	2,367,998	Public Debt as per Statement No. XVII.	2,607,560		
504,110		Loan Repayment Reserve	553,501			
49,391		Add Repayments during year	134,047			
	553,501								687,549		
1,132,200		Capital Provided from Revenue as at 1st October, 1960	1,178,879			
46,679		Add Transfer from Appropriation Account	157,023			
	1,178,879								1,335,903		
	4,100,379									4,631,013	
Special Reserve Funds—											
77,419		Accident Insurance Fund	83,502		
217,137		Crane Renewal Fund	238,760		
68,797		Fire Insurance Fund	72,422		
163,853		Floating Plant Renewal Fund	161,159		
167,411		Renewal Fund	186,764		
	694,619									742,610	
	894,510	Loans Repayment Account		958,307	
Current Liabilities—											
11,995		Contractors' Deposits	14,929		
16,104		Sundry Creditors	21,445		
73		Payments in Advance	185		
107		Unclaimed Moneys	104		
	28,281	Deducted as per Contra	36,664		
£5,689,508										£6,331,931	

(Signed) A. P. McLACHLAN,
Assistant Controller and Auditor-General.

NOTE.—Shillings and pence included in the original certified accounts have been omitted.

30th SEPTEMBER, 1961

ASSETS

Year ended 30/9/60	£	£	Capital Assets—	£	£	£
	2,562,761		Value as at 1st October, 1960		3,130,037	
	567,275		Add Additions, 1961		916,323	
		3,130,037			4,046,360	
440,608			Deduct Depreciation 1949/60	475,230		
34,621			Depreciation 1961	55,668		
	475,230				530,898	
	2,654,807		Value as at 30th September, 1961			3,515,462
Special Reserve Fund Investments—						
77,419			Accident Insurance Fund		83,502	
217,137			Crane Renewal Fund		238,760	
68,797			Fire Insurance Fund		72,540	
163,853			Floating Plant Renewal Fund		165,556	
257,411			Renewal Fund		202,764	
	784,619					763,124
885,484			Loans Repayment Account		937,134	
9,025			Harbour Improvement Rate: Sundry Debtors		21,172	
	894,510					958,307
70,080			£350,000 No. 7 Wharf and Breastworks Loan		60,780	
734,854			Port Development Loan		530,864	
230,060			Dredge Loan			
37,400			Motor Vehicle Parking Area and Elevated Roadway Loan		125,000	
	1,072,395					716,645
Current Assets—						
30			Cash on Hand		30	
71,409			Harbour Fund General Account		102,984	
11,995			Contractors' Deposit Account		15,105	
50,261			Sundry Debtors		60,707	
145,846			Stock, Timber and General Stores		197,201	
279,542					376,029	
28,281			Deduct Current Liabilities as per contra		36,664	
	251,261					339,364
Appropriation Account—						
4,055			Balance as at 1st October, 1960		31,915	
27,859			Add Balance for year ended 30th September, 1961		7,111	
	31,915					39,026
	£5,689,508					£6,331,931

I Hereby Certify that the foregoing Accounts and Balance Sheet were examined and adopted by the Lyttelton Harbour Board at a Special Meeting of the Board held at Christchurch, on 4th April, 1962.

(Signed) A. A. MACFARLANE,
Chairman.

XVII.—STATEMENT OF PUBLIC DEBT

LOAN	Interest	Amount Authorised £	Amount Raised £	Amount Repaid £	Balance Out- standing £	Maturity Date	Particulars of Repayment
£350,000 No. 7 Wharf and Breastworks Loan, 1952 (Lyttelton Harbour Board Empowering Act, 1951)	4 %	300,000	100,000	56,000	44,000	1. 2.1968	Annual Redemptions of £7,000.
	4 %		50,000	40,000	10,000	1. 9.1963	Annual Redemptions of £5,000.
	4½ %		50,000	25,000	25,000	1. 3.1966	Annual Redemptions of £5,000.
	4½ %		100,000	14,900	85,100	1.11.1976	Half-yearly Instalments of Principal & Interest.
£600,000 Dredge Loan, 1957 (Lyttelton Harbour Board Loan Act, 1956)	4½ %	600,000	200,000	29,800	170,200	1. 2.1977	Half-yearly Instalments of Principal & Interest.
	4½ %		120,000	18,200	101,800	31.12.1976	Half-yearly Instalments of Principal & Interest.
	4½ %		18,330		18,330	31. 5.1962	Repayable on Maturity Date.
	4½ %		26,750		26,750	31. 5.1962	Repayable on Maturity Date.
	4½ %		3,600		3,600	31. 5.1965	Repayable on Maturity Date.
Fourth Instalment ...	4½ %		26,620		26,620	31. 5.1965	Repayable on Maturity Date.
	5 %		4,700		4,700	31. 5.1969	Repayable on Maturity Date.
	4½ %		200,000		200,000	1. 8.1987	Repayable on Maturity Date.
	5 %						
£3,550,000 Port Development Loan, 1956 (Lyttelton Harbour Board Loan and Empowering Act, 1955)	4½ %	2,250,000	77,350	50,000	27,350	1. 7.1966	Annual Redemptions of £10,000.
	4½ %		69,900	69,900		1. 7.1961	Repaid on Maturity Date.
	4½ %		43,500		43,500	1. 7.1964	Repayable on Maturity Date.
	4½ %		59,250		59,250	1. 7.1968	Repayable on Maturity Date.
	5 %		35,000		35,000	30. 9.1963	Repayable on Maturity Date.
Second Instalment, £500,000 (No. 2), 1957	5 %		55,000		55,000	30. 9.1967	Repayable on Maturity Date.
	5 %		10,000		10,000	30. 9.1992	Repayable on Maturity Date.
	5 %		250,000	23,692	226,307	30. 6.1978	Half-yearly Instalments of Principal & Interest.
	5 %		33,490		33,490	31. 7.1964	Repayable on Maturity Date.
	5 %		106,350		106,350	31. 7.1968	Repayable on Maturity Date.
Third Instalment, £500,000 (No. 3), 1958	5 %		10,160		10,160	31. 7.1978	Repayable on Maturity Date.
	5 %		80,000		80,000	1.11.1964	Repayable on Maturity Date.
	5 %		118,400		118,400	1.11.1968	Repayable on Maturity Date.
	5 %		51,600		51,600	1.11.1978	Repayable on Maturity Date.
	5 %		50,000		50,000	1. 6.1965	Repayable on Maturity Date.
Fourth Instalment, £500,000 (No. 4), 1959	5 %		77,170		77,170	1. 6.1969	Repayable on Maturity Date.
	5 %		22,830		22,830	1. 6.1979	Repayable on Maturity Date.
	5 %		50,000	10,000	40,000	1.11.1969	Annual Redemptions of £10,000.
	4½ %		50,000		50,000		
	5 %		33,000		33,000	31.12.1965	Repayable on Maturity Date.
Fifth Instalment £500,000 (No. 5), 1961	5 %		65,650		65,650	31.12.1969	Repayable on Maturity Date.
	5 %		1,350		1,350	31.12.1979	Repayable on Maturity Date.
	5 %		50,000		50,000	1. 4.1966	Repayable on Maturity Date.
	5 %		57,950		57,950	1. 4.1970	Repayable on Maturity Date.
	5 %		42,050		42,050	1. 4.1980	Repayable on Maturity Date.
Motor Vehicle Parking Area and Elevated Roadway Loan, 1956 :	5 %		33,000		33,000	1. 7.1966	Repayable on Maturity Date.
	5 %		47,000		47,000	1. 7.1970	Repayable on Maturity Date.
	5 %		20,000		20,000	1. 7.1980	Repayable on Maturity Date.
	5 %		20,000	1,057	48,942	1. 9.1985	Half-yearly Instalments of Principal & Interest.
	4½ %		50,000		50,000	1. 9.1966	Repayable on Maturity Date.
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan, 1956 :	4½ %		20,000		20,000	1. 9.1970	Repayable on Maturity Date.
	4½ %		77,000		77,000	1. 9.1970	Repayable on Maturity Date.
	5 %		3,000		3,000	1. 7.1971	Repayable on Maturity Date.
	5 %		39,310		39,310	1. 7.1971	Repayable on Maturity Date.
	5½ %		10,690		10,690	1. 7.1971	Repayable on Maturity Date.
Annual Instalments of Principal and Interest.	5½ %		30,000		30,000	1. 7.1986	Half-yearly Instalments of Principal & Interest.
	5½ %		43,610		43,610	1. 8.1971	Repayable on Maturity Date.
	5½ %		100		100	1. 8.1981	Repayable on Maturity Date.
	5 %	175,000	175,000	2,600	172,400	22.12.1989	Annual Instalments of Principal and Interest.
		£3,325,000	£2,948,710	£341,149	£2,607,560		

**XVIII.—LIST OF CONTRACTS ENTERED INTO BY THE LYTTTELTON HARBOUR BOARD
DURING THE YEAR ENDED 30th SEPTEMBER, 1961**

Date Entered Into	Name of Contractor	Nature of Service or Supply	Date for Completion or Expiry	Amount of Contract
				£ s. d.
5th Oct., 1960	ASEA Electric (N.Z.) Ltd.	Power Factor Correction Equip- ment	5th Jan., 1962	1,414 0 0
5th Oct., 1960	C. F. Millward & Co. Ltd.	Hardwood Piles and Timber	12th Oct., 1961	32,509 17 4
2nd Nov., 1960	Shell Oil (New Zealand) Ltd.	Oils and Greases	1st Dec., 1961	Schedule Rates
2nd Nov., 1960	Reese Bros. Ltd.	Hardwood Piles and Timber	4th Nov., 1961	43,318 2 4
2nd Nov., 1960	G. Henry & Co. Ltd	Roller Feed Circular Sawbench	15th Nov., 1960	1,376 5 0
14th Dec., 1960	Samuel Brown Ltd.	Underground Electric Cable	15th Oct., 1961	1,575 4 4
14th Dec., 1960	S. Gordon Anderson Ltd.	2 11KV H.T. Oil Circuit Breakers	14th Dec., 1961	1,024 0 0
1st Feb., 1961	Tolley & Son Ltd.	Rail Mounted Scotch Derrick Crane	1st Feb., 1962	17,136 11 6
1st Feb., 1961	International Harvester Co. Ltd.	Light Truck 4-Wheeled Drive	15th Mar., 1961	2,214 15 0
3rd May, 1961	Tyreways (1960) Ltd.	Euclid Tyres and Tubes	3rd Nov., 1961	3,990 19 2
3rd May, 1961	Canterbury Tyre Agency Co. Ltd.	Euclid Tyres and Tubes	3rd Nov., 1961	2,990 2 9
3rd May, 1961	Reidrubber Distributors Ltd.	Euclid Tyres and Tubes	3rd Nov., 1961	1,179 1 3
7th May, 1961	Cookes N.Z. Wire Rope Co. Ltd.	Wire Ropes	7th Feb., 1962	2,189 6 4
9th June, 1961	Richardson, McCabe & Co. Ltd.	3-5-ton Electric Capstans	9th April, 1962	7,988 0 0
2nd Aug., 1961	C. F. Millward & Co. Ltd.	Australian Hardwood Timber for Decking	2nd Aug., 1962	10,560 0 0

XIX.—PARTICULARS OF LEASES AND LICENCES GRANTED BY THE LYTTELTON HARBOUR BOARD

Name of Lessee	Number of Allotment	Locality	Area	Period of Lease or License	Expiry Date	Annual Rental	Remarks
Aitkens Ferries Ltd.	Bowser Site and Building	Launch, Jetty B	a. r. p.	Temporary	...	£ s. d.	
Atlantic Union Oil Co. (N.Z.) Ltd.	Office	Port Building, Christchurch	...	7 Yrs. 2 Mths.	30th June, 1966	58 0 0	Option of Renewal for further term.
Atlantic Union Oil Co. (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	2 0 0	7 Years	3rd. Jan., 1965	2,030 0 0	Option of Renewal for further term.
Banks Peninsula Cruising Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	840 0 0	
Berry, O.	...	Timeball Signal Station	...	Temporary	...	1 0 0	
British Petroleum Co. (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	10 1 16.2	21 Years	30th Sept., 1968	130 0 0	Option of Renewal for further term.
British Phosphate Comms.	Office	Port Building, Lyttelton	...	Yearly	31st July, 1962	2,329 0 8	
Caltex Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	4 0 20	7 Years	14th Feb., 1964	134 0 0	Option of Renewal for further term.
Canty. Yacht and Motor Boat Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	1,567 10 0	
Champion, A. R.	Lot 1	Reserve Tce., Lyttelton	1 1	21 Years	16th Sept., 1982	1 0 0	Option of Renewal for further term.
Charteris Bay Yacht & Pwr. Bt Club	Site	Charteris Bay	35	14 Years	31st May, 1974	22 0 0	
Clark, G. D.	Hut	Quarry Site, Lyttelton	...	Temporary	...	5 0 0	
Collins, S. I.	Lot 3	Reserve Tce., Lyttelton	36.1	9 Years	31st Jan., 1967	13 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 0 30	7 Years	30th May, 1967	4 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 3 13.6	21 Years	31st Aug., 1967	440 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	17.9	11 Yrs. 3 Mths.	31st Aug., 1967	366 5 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Part Lot No. 1	Naval Point Reclamation Area	1 0 12.4	10 Years	31st Dec., 1968	22 7 6	Option of Renewal for further term.
Feron, P. & Sons Ltd.	Site	Low Level Breastwork	62ft. x 17½ft.	4 Years	31st Dec., 1961	452 11 0	Option of Renewal for further term.
Helps, D. G.	Shed	Western Wharf, Port Levy	...	Temporary	...	50 0 0	
Holden, D.	Lot 2	Reserve Tce., Lyttelton	1 6.3	21 Years	30th Sept., 1969	1 0 0	Option of Renewal for further term.
Holm & Co. Ltd.	Office	Coronation Hall	...	Temporary	...	4 0 0	Terminable on three months' notice on either side
Lyttelton Borough Council	Site for Electrical Sub-stn.	Naval Point Reclamation Area	12ft. x 10ft.	...	...	26 0 0	
Lyttelton Engineering Co. Ltd	Site	Near Patent Slip	30	14 Years	31st Mar., 1975	130 0 0	Terminable by Board on three months' notice
Lyttelton Fishermen's Association	Office Site	No. 7 Breastwork	...	Temporary	...	26 0 0	
Lyttelton Sea Scouts	Store	Foreshore (near Dock)	...	Temporary	...	1 0 0	
Lyttelton Sea Scouts	Staging	Foreshore (near Dock)	...	Temporary	...	1 0 0	
Muller, (Mrs.) M. J.	Grazing Area	Summer Road, Lyttelton	8 0 0	Temporary	...	52 0 0	
Muller, (Mrs.) M. J.	Grazing Area	Summer Road, Lyttelton	34 3 4	5 Years	31st Aug., 1965	52 0 0	
Muller, (Mrs.) M. J.	Wooshed	Summer Road, Lyttelton	...	Temporary	...	52 0 0	
N.Z. Shipping Co. Ltd.	Lot 11	Reclaimed Land, W. Lyttelton	1 17	21 Years	30th Sept., 1966	13 0 0	Glasgow Lease
N.Z. Shipping Co. Ltd.	Lot 10	Reclaimed Land, W. Lyttelton	37.5	21 Years	30th Sept., 1969	175 0 0	Compensation for buildings on Expiry of lease
N.Z. Shipping Co. Ltd.	Shed	Reclaimed Land, W. Lyttelton	...	Temporary	...	115 0 0	Tenancy terminable on one month's notice on either side
Pascoe, D.	Dock Cottage	Reclaimed Land, Dampiers Bay	...	Temporary	...	1 0 0	
Post and Telegraph Department	Office	No. 2 Jetty	...	Temporary	...	32 10 0	
Rhind, H. A.	Site	Near Graving Dock	...	Temporary	...	8 0 0	
Shell Oil New Zealand Ltd.	Part Lot 1 & Part Lot 2	Naval Point Reclamation Area	5 0 37	7 Years	14th Nov., 1961	2 8 0	Option of renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	3 2 28	10 Years	31st July, 1966	1,837 10 0	
Shell Oil New Zealand Ltd.	Part Lot 2	Naval Point Reclamation Area	2 1 38.1	10 Years	30th Sept., 1969	1,837 10 0	
Sinclair, Melbourne & Co. Ltd.	Boat building Site &c.	Foreshore (near Dock)	2 10.7	14 Years	31st Mar., 1971	1,045 0 0	Licensee to remove buildings etc. on expiry of license
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Part Lot 1	Reclaimed Land, Dampier's Bay	2 1 27	7 Years	16th July, 1968	480 0 0	Option of renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Office	Naval Point Reclamation Area	2 2 16.6	10 Years	31st July, 1966	1,607 0 0	Option of renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Office	Port Building, Christchurch	...	7 Yrs. 2 Mths.	30th June, 1966	1,301 17 6	Option of Renewal for further term.
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Petrol Bowser Site	Low Level Breastwork	...	Temporary	...	6 450 0 0	
St. John Ambulance Association	Site	Social Room, Supply Store Bldg.	...	Temporary	...	6 0 0	
Tank Maintenance Ltd.	Office	Near Dock	...	Temporary	...	39 0 0	
Turnbull, A. H. & Co. Ltd.	Office Site	Building at Graving Dock	...	Temporary	...	5 0 0	
Union Steam Ship Co. Ltd.	Office Site	Br's'rk between 4 & 5 Jetties	20ft. x 12ft.	Temporary	...	52 0 0	Terminable on one month's notice Tenant to remove Bldg.
Union Steam Ship Co. Ltd.	Office Site	Between Nos. 5 and 6 Jetties	3.2	Temporary	30th June, 1961	12 0 0	Building property of Board
Union Steam Ship Co. Ltd.	Office Site	Between Nos. 5 and 6 Jetties	1.6	Temporary	30th June, 1961	24 0 0	Taken over from Blackball Coal Co. on 1st April, 1922
Union Steam Ship Co. Ltd.	Paint Store	Near Dock	1	Temporary	30th June, 1961	12 0 0	
Union Steam Ship Co. Ltd.	T.S.231, 234	Brittan Tce., Lyttelton	31.6	14 Years	9th Dec., 1963	6 0 0	Option of renewal for further term
Union Steam Ship Co. Ltd.	Elev. Gangway & Gear Store	No. 2 Jetty	...	Temporary	...	7 10 0	
Union Steam Ship Co. Ltd.	Office	Port Building, Lyttelton	...	7 Years	30th Sept., 1968	280 0 0	Option of renewal for further term
Union Steam Ship Co. Ltd.	Building	Coronation Hall	...	7 Years	30th Sept., 1968	1000 0 0	
U.S. Navy, Supply Corps.	Site	Anderson's Site, Lyttelton	...	Temporary	15th Jan., 1962	76 0 0	
			...			300 0 0	

XX.—SHIPPING RETURN

Arrivals in the Inner Harbour at the Port of Lyttelton during the 73 Years and 9 Months
ended 30th September, 1961.

YEAR	COASTAL		INTERCOLONIAL		FOREIGN		TOTAL	
	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net
1888	1,402	238,382	215	215,540	83	148,765	1,700	602,687
1889	1,433	249,848	256	249,931	75	124,172	1,764	623,951
1890	1,334	234,857	216	260,270	84	156,782	1,634	651,909
1891	1,327	246,421	236	256,642	81	189,248	1,644	692,311
1892	1,267	251,649	215	252,693	103	227,632	1,585	731,974
1893	1,178	303,061	224	252,550	88	187,888	1,490	743,499
1894	1,156	336,620	251	273,746	78	191,357	1,485	801,723
1895	1,179	360,830	253	299,904	96	243,502	1,528	904,236
1896	1,199	353,969	248	292,493	83	223,519	1,530	869,981
1897	1,162	407,887	235	300,312	84	228,756	1,481	936,955
1898	1,141	399,992	237	338,501	69	194,178	1,447	932,671
1899	1,145	515,179	243	371,626	107	298,193	1,495	1,184,998
1900	1,084	496,996	212	335,119	102	352,012	1,418	1,184,127
1901	1,088	614,480	267	425,578	128	407,313	1,483	1,447,371
1902	1,194	673,098	258	420,488	114	401,379	1,566	1,494,965
1903	1,167	656,241	254	452,480	124	513,492	1,545	1,622,213
1904	1,218	711,267	241	452,467	125	516,180	1,584	1,679,914
1905	1,310	811,707	237	446,347	126	548,379	1,673	1,806,433
1906	1,324	849,391	253	511,938	136	593,247	1,713	1,954,576
1907	1,226	881,256	235	497,337	127	534,895	1,588	1,913,488
1908	1,274	943,389	251	546,497	142	589,653	1,667	2,079,539
1909	1,453	989,164	223	490,669	157	651,145	1,833	2,130,978
1910	1,841	1,092,016	189	411,844	146	651,499	2,176	2,155,359
1911	1,858	940,149	236	457,981	171	738,921	2,265	2,137,051
1912	1,905	1,004,832	229	512,035	155	728,861	2,289	2,245,728
1913	1,779	922,249	235	549,574	134	596,215	2,148	2,068,038
1914	1,634	939,126	286	605,844	155	650,825	2,075	2,195,795
1915	2,022	951,160	233	454,660	134	564,673	2,389	1,970,493
1916	1,862	837,422	152	289,464	111	506,349	2,125	1,633,235
1917	1,759	743,853	136	254,737	88	404,868	1,983	1,403,458
1918	1,704	737,435	82	147,141	55	244,324	1,841	1,128,900
1919	1,730	764,215	85	161,005	74	352,982	1,889	1,278,202
1920	1,171	749,208	142	259,576	110	521,813	1,423	1,530,579
1921	1,145	693,879	151	220,637	141	602,461	1,437	1,516,977
1922	1,244	733,703	127	192,847	145	699,459	1,516	1,626,009
1923	1,321	832,767	98	179,949	177	837,498	1,596	1,850,214
1924	1,282	814,366	93	187,772	177	865,876	1,552	1,868,014
1925	1,275	857,733	82	164,605	198	899,399	1,555	1,921,737
1926*	1,017	697,529	59	131,614	150	704,491	1,226	1,533,634
1927	1,363	924,881	72	146,985	175	830,199	1,610	1,902,065
1928	1,378	921,645	49	103,804	183	886,781	1,610	1,912,230
1929	1,368	955,622	57	106,612	185	921,337	1,610	1,983,571
1930	1,427	942,448	55	110,911	191	976,821	1,673	2,030,180
1931	1,239	914,248	57	93,216	179	927,528	1,475	1,934,992
1932	1,103	1,001,392	57	68,419	157	825,197	1,317	1,895,008
1933	1,112	1,023,694	61	69,885	176	910,370	1,349	2,003,949
1934	1,212	1,036,187	63	78,103	166	829,162	1,441	1,943,952
1935	1,173	1,000,147	79	116,162	173	896,553	1,425	2,012,862
1936	1,369	986,360	71	118,290	195	987,830	1,635	2,092,480
1937	1,346	1,012,903	73	131,963	203	1,044,582	1,622	2,189,448
1938	1,228	1,020,109	67	119,995	210	1,071,049	1,505	2,211,153
1939	1,235	1,027,166	67	120,904	197	1,005,427	1,499	2,153,497
1940	1,105	1,013,779	61	90,516	150	823,511	1,316	1,927,806
1941	989	930,507	48	65,366	86	403,674	1,123	1,399,547
1942	811	801,012	41	63,388	82	421,460	934	1,285,860
1943	717	817,374	44	63,337	98	440,596	859	1,321,307
1944	652	796,580	32	42,370	87	385,877	771	1,224,827
1945	655	807,806	32	45,437	70	348,190	757	1,201,433
1946	595	718,810	29	40,872	123	656,864	747	1,416,546
1947	644	982,387	26	34,196	153	757,791	823	1,774,374
1948	608	1,053,938	22	29,003	166	799,779	796	1,882,720
1949	687	1,065,065	31	39,484	165	798,429	883	1,902,978
1950	670	1,066,088	26	32,977	178	862,176	874	1,961,241
1951	555	971,630	17	19,106	161	789,276	733	1,780,012
1952	684	1,121,891	32	45,203	227	1,115,425	943	2,282,519
1953	825	1,144,060	57	93,586	190	926,716	1,072	2,164,362
1954	835	1,325,438	62	104,623	211	1,083,405	1,108	2,513,466
1955	802	1,293,426	66	114,029	215	1,060,758	1,083	2,468,213
1956	798	1,287,833	79	131,187	257	1,306,839	1,134	2,725,859
1957	803	1,280,976	77	130,423	251	1,256,709	1,131	2,668,108
1958	857	1,301,533	83	143,004	291	1,410,720	1,231	2,855,257
1959	896	1,327,325	81	123,077	320	1,538,896	1,297	2,989,298
1960	856	1,294,161	72	116,911	351	1,693,420	1,279	3,104,492
1961	717	1,270,825	95	147,694	373	1,766,805	1,185	3,185,324

Exclusive of H.M. Warships and Transports, Survey and Exploration Vessels.

*9 Months

XXI.—Port of Lyttelton—Tonnage Statistics of Cargo Passing over Wharves during Twelve Months ended 30th September, 1961.

NATURE OF CARGO	DETAILS OF TONNAGE						CLASSIFIED TOTALS OF TONNAGE						
	Inwards		Transshipments			Totals for Twelve Months	Outwards		Total Coastal In and Out	Total Overseas In and Out	Total Inwards Tonnage	Total Outwards Tonnage	Total Trans.
	Coastal	Overseas	Coastal to Coastal	Overseas to Coastal	Coastal to Overseas		Overseas to Overseas						
								Coastal						Overseas
Beans and Peas	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Butter	157	8	...	...	...	9,288	1,759	7,521	1,844	295	165	9,115	8
Bitumen	1,844	...	...	...	...	14,388	...	295	1,844	...	1,844	295	...
Cement	...	14,388	...	...	...	442	...	...	17	442	453	6	...
Cereals	185	348	...	...	...	6,093	5,745	348	800	6	533	5,560	...
Chaff	...	...	...	...	...	806	...	...	...	...	...	806	...
Cheese	7	...	...	...	...	1,017	44	973	109	12	7	1,010	...
Coal	...	2	...	...	...	121	109	10	...	...	2	119	...
Coke	...	...	...	...	...	2,632	2,632	...	2,632	...	...	2,632	...
Fish	42	...	...	...	...	1,155	405	750	13,641	3	170	1,113	...
Flour	167	...	...	...	...	13,644	13,474	...	104	...	3,788	13,474	...
Fruit, Preserved	87	3,701	366	...	...	4,171	...	...	3,701	...	24,050	671	366
Fruit, Fresh	2,790	21,260	20	...	...	24,741	446	225	3,236	21,485	20,984	20,984	20
Grain	1,572	5,545	58	...	...	28,101	20,984	...	22,556	5,545	7,117	1,600	58
Hemp	229	3,245	...	...	...	5,132	1,600	...	1,829	3,245	3,474	1,600	...
Hides	285	86	...	...	...	8,396	85	7,940	370	8,026	371	8,025	...
Honey	6	...	...	...	...	73	67	...	73	6	6	67	...
Iron	3,046	75,054	672	...	...	82,461	1,352	2,307	4,398	77,361	78,100	3,659	702
Lime	...	...	...	...	...	...	...	...	...	...	...	...	...
Live Stock	1,518	3	...	...	...	2,285	734	30	2,252	33	1521	764	...
Machinery	2,819	17,223	1	...	...	23,129	2,939	141	5,758	17,364	20,042	3,080	7
Manures	244	61,888	...	...	...	63,454	136	...	380	63,074	62,132	1,322	...
Meat, Frozen	278	...	...	...	...	42,290	587	41,425	865	41,425	278	42,012	...
Meat, Preserved	1,905	1	...	...	...	2,569	248	415	2,153	416	1,906	663	...
Milk Products	629	...	...	...	...	989	...	360	629	360	629	360	...
Motor Spirits	966	224,458	...	...	...	257,177	28,341	3,412	29,307	227,870	225,424	31,753	368
Motor Vehicles	135,583	31,080	368	...	...	280,240	112,869	340	248,452	31,420	166,663	113,209	...
Oil	3,653	99,504	...	...	...	116,386	12,975	254	16,628	99,758	103,157	13,229	...
Paper	14,505	16,132	...	...	...	31,226	561	28	15,066	16,160	30,637	589	...
Potatoes	1	...	...	...	...	27,819	21,768	6,050	21,769	6,050	1	27,818	...
Seeds	281	260	1	...	...	6,618	2,406	3,670	2,687	3,930	541	6,076	1
Sugar	13,281	1	...	...	...	13,301	18	...	13,299	1	13,282	18	1
Tallow	54	...	...	...	...	8,838	85	8,699	139	8,699	54	8,784	...
Hardwoods	89	29,598	...	...	...	29,707	18	...	107	29,598	29,687	18	2
Softwoods	227	10,268	2	...	...	11,432	573	364	800	10,632	10,495	937	...
Beer, Wines, etc.	5,781	3,022	...	...	...	9,080	276	1	6,057	3,023	8,803	277	...
Wood Pulp	...	...	...	...	...	...	...	...	...	...	...	...	...
Wool	1,673	272	...	...	...	30,541	304	28,292	1,977	28,564	1,945	28,596	...
General	114,058	168,142	634	...	...	375,444	83,337	9,236	197,395	177,378	282,200	92,573	671
TOTALS	307,973	785,934	74	2,122	8	1,537,342	317,309	123,922	625,282	909,856	1,093,907	441,231	2204

Total Tonnage handled at the Port of Lyttelton during the Twelve Months ending 30th September, 1961, 1,537,342 tons; 1960, 1,331,487 tons; 1959, 1,332,805 tons; 1958, 1,414,373 tons; 1957, 1,437,121 tons.

XXII.—COMPARATIVE TONNAGE STATISTICS OF CARGO PASSING OVER THE WHARVES AT LYTTTELTON

For the 39 Years and Nine Months ended 30th September, 1961.

YEAR	INWARDS		OUTWARDS		TRAN- SHIPMENTS	TOTAL
	Coastal	Overseas	Coastal	Overseas		
1877 to 1921	not available					
1922	203,125	218,207	149,687	85,192	2,210	658,421
1923	211,678	244,084	176,188	57,798	2,008	691,756
1924	154,692	342,007	150,371	56,160	1,948	705,178
1925	152,131	343,555	163,308	64,965	3,016	726,975
1926 (9 months)	121,869	236,002	121,389	66,769	2,082	548,111
1927	157,919	282,188	178,326	75,152	2,647	696,232
1928	142,760	258,374	217,569	71,920	645	691,268
1929	167,234	276,806	231,594	68,881	500	745,015
1930	165,531	264,644	224,796	70,628	570	726,169
1931	121,135	194,267	190,060	64,683	1,599	571,744
1932	101,223	157,579	155,762	75,109	1,451	491,124
1933	94,382	174,963	147,370	105,280	1,489	523,484
1934	115,220	179,510	177,603	75,805	1,941	550,079
1935	118,895	223,375	188,540	71,425	2,302	604,537
1936	126,215	260,354	205,010	75,632	2,721	669,932
1937	140,255	304,826	220,919	94,780	2,652	763,432
1938	158,976	314,860	175,551	74,604	3,599	727,590
1939	158,478	310,508	191,475	85,581	3,265	749,307
1940	169,457	228,622	191,932	77,748	2,744	670,503
1941	180,947	213,104	212,019	63,358	1,425	670,853
1942	207,468	163,311	211,443	113,126	3,899	699,247
1943	194,611	132,114	226,715	149,063	327	702,830
1944	181,655	194,798	232,526	115,569	2,404	726,952
1945	172,693	153,168	237,656	93,897	861	658,275
1946	183,508	225,269	225,449	99,583	342	734,151
1947	192,483	268,401	244,727	96,204	834	802,649
1948	187,994	364,741	220,748	130,570	1,005	905,058
1949	200,297	344,065	242,139	107,302	1,633	895,436
1950	191,017	407,198	229,735	101,092	139	929,181
1951	173,139	398,259	230,981	97,562	1,267	901,208
1952	203,666	616,045	262,762	105,662	3,292	1,191,427
1953	200,724	469,315	285,575	91,971	1,532	1,049,117
1954	222,127	487,168	288,078	82,270	2,991	1,082,634
1955	260,212	633,320	306,688	89,419	2,903	1,292,542
1956	271,728	681,051	296,751	111,960	1,171	1,362,661
1957	277,894	712,615	323,207	123,024	381	1,437,121
1958	283,029	688,944	320,391	120,830	1,179	1,414,373
1959	270,837	617,333	319,549	122,582	2,504	1,332,805
1960	292,811	598,848	302,139	136,429	1,260	1,331,487
1961	307,973	785,934	317,309	123,922	2,204	1,537,342

XXIII.—Analysis of Ordinary Revenue during the year 1961, and the preceding Four Years.

Particulars of Revenue	1961			1960			1959			1958			1957		
	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue
(1) Dues payable by Importers and Exporters:															
On Goods: Wharfrage	270,037	422,184	50.23	247,160	234,593	51.82	131,020	255,242	52.63	144,349	259,436	54.95	407,116	259,436	56.13
H.I.R.	152,147			135,781	131,020			144,349			147,680			147,680	
(2) Dues payable by Shipping:															
Pilotage and Port Charges	113,500			106,891	98,246			92,221			83,169			83,169	
Towage	31,545			27,558	25,103			23,322			20,661			20,661	
Warps	3,559			2,915	2,516			2,549			2,541			2,541	
Fenders	2,560			1,928	1,947			2,125			2,257			2,257	
Berthage	69,269			55,465	52,639			59,964			63,073			63,073	
Electric Light	16,484			12,829	12,509			11,418			10,500			10,500	
Hire of Electric Cranes	98,096			84,328	79,142			78,640			80,180			80,180	
Hire of Floating Crane	15,973			8,859	8,173			13,649			10,077			10,077	
Ships Lines	3,037			3,082	1,367										
Hire of Telephones	1,174	355,197	42.26	964	839	41.24		933	40.67		935	39.17	273,393	935	37.70
(3) Charges payable by Ships, other than Dues:															
Graving Dock Charges	6,693			5,268	6,370			5,070			4,591			4,591	
Patent Slip Charges	515	7,208	.86	475	232	.78		291	.95		282	.74	4,873	282	.67
(4) Miscellaneous Charges payable by Lessees and General Public, etc.:															
Rents	24,130			23,543	17,391			13,483			14,385			14,385	
Storage	7,591			1,728	3,405			4,494			6,170			6,170	
Cool Storage	11,030			10,363	9,058			11,268			11,215			11,215	
Hire of Mobile Crane	8,261			7,463	6,222			4,779			6,302			6,302	
Yacht Moorings, Boat and Watermen's Licenses	649			608	613			597			588			588	
Incidental Receipts	4,255	55,916	6.65	1,826	3,246	6.16		2,734	5.75		1,233	5.14	39,893	1,233	5.50
		<u>£840,505</u>	<u>100.00</u>			<u>100.00</u>			<u>100.00</u>			<u>100.00</u>			<u>100.00</u>
								<u>£694,631</u>			<u>£727,128</u>			<u>£725,275</u>	

XXIV.—Particulars relating to the Port of Lyttelton

CANTERBURY, NEW ZEALAND

General.—The Port of Lyttelton is situated on the north-western side of Banks Peninsula, having an opening to the north-east, is the principal seaport of the Provincial District of Canterbury, and is seven miles distant from Christchurch (the principal City) with which it is connected by a line of railway, the Moorhouse Tunnel (a mile and three-quarters in length) being on this section. The Canterbury District is intersected by lines of railway some three hundred and fifty miles in length. The Lyttelton Harbour Board's representation area extends from the Rangitata River south, to the Conway River north, and embraces twenty-one counties, which in turn include the City of Christchurch and six boroughs in the various combined or constituent electoral districts.

The total area represented by the Board is 10,186 square miles, with a population of 260,000 and a capital value of 137 million pounds. Although there are several hundreds of square miles of pastoral country within the representation area, it also includes nearly two million acres of land in cultivation.

NAVIGATION AIDS—

Light Godley Head.—A group flashing white light showing three flashes every 26 seconds visible 24 miles, situated on Godley Head 317 feet above high water, and about 100 feet from the top of the cliff.

A Lighted Whistling Buoy is moored off the entrance to the harbour, in a position ten cables from Godley Head and seven and a-half cables from Adderley Head. The 750-c.p. flashing white light is sixteen feet above water, is visible nine miles in clear weather, and gives a flash every three seconds. The buoy carries a 10-in. wavemotion-actuated air whistle and a diamond shaped radar reflector is mounted on top of the buoy.

Parsons Rock Buoy.—A white and red chequered buoy showing a flashing white light (2 flashes) every 10 seconds, visible $5\frac{1}{2}$ miles, height 9 feet above sea level, and a radar reflector is mounted on the top of the buoy. The buoy is moored 1,380 feet from the centre line of the channel and 1,200 feet from Parsons Reef.

Fog Signals.—The N.Z. Government Marine Department maintains on Godley Head a fog diaphone, sounding one blast every minute (blast 3 secs.), just below the lighthouse on the head and at an elevation of 270 feet.

Signal Station.—A black and white tower on the knuckle of Gladstone Pier 53 feet above high water equipped with flags, 10in. signal day-lamp, aldis lamp, and radio telephone. The call sign is Z.L.H.L. and a listening watch is kept for 15 minutes at each and every hour.

Inner Harbour.—The Harbour Board maintains on the small lighthouse situated at the end of the eastern mole at the inner harbour entrance, an electrically-operated fog bell ringing every 20 secs. (bell 5 secs). The sound is muffled in the inner harbour from 170 deg. to 286 deg.

Fog Signal on Sticking Point.—An electrically-operated fog-signal sounding a low note every 30 seconds—thus: sound 5 seconds, silence 25 seconds. The horn will sound into the harbour in a south-easterly direction.

Beacon Lights for Marking the Dredged Channel.—Two beacons with automatic flashing lights have been erected for leading lights as a guide to enable deep draught ships to keep in the dredged channel. The front beacon is about three cables off the harbour entrance in sixteen feet of water, and the rear beacon (which is higher than the front one) is on Shag Reef. A flashing red light every one and a-half seconds (flash $\frac{1}{2}$ sec., eclipse 1 sec.) is shown from the front beacon and a white flashing light every five seconds (flash 2 secs., eclipse 3 secs.) from the rear beacon. These beacons, in line with one another, at $260\frac{1}{2}$ degrees, mark the centre of the dredged channel. Two small beacons, in line 302 degrees, and each exhibiting a fixed triangular neon sign, are situated on Naval Point reclamation to indicate when to turn up towards the inner harbour entrance. The turning point is also indicated at night by a fixed red light showing on the eastern breakwater and bearing 318 degrees.

Navigation Lights.—Camp Bay.—Two fixed red lights, in line $195\frac{1}{2}$ degrees, to facilitate night navigation and anchoring, are situated in Camp Bay.

Inner Harbour and Breakwaters.—The breakwaters are formed of rubble stone blasted from the quarries at Naval and Officers' Points, and deposited on the respective sites. The outer slopes of both breakwaters are protected or faced with large blocks of stone. The Officers' Point or eastern breakwater is some 2,010 feet in length with a width of forty feet on the top and having an elevation of six feet above high-water spring-tide. This breakwater has also a timber breastwork built along its inner face for its entire length—known as Gladstone Pier—and the outer face is protected by a reinforced concrete parapet wall two feet six inches high, with a concrete pathway or promenade five feet wide on the inside. The Naval Point or western breakwater was formerly 1,400 feet in length, but is now almost entirely incorporated with the reclamation area, which abuts on to its southern face. Along its northern or inner harbour face are breastwork wharves providing berthage for vessels carrying fuel oils in bulk in connection with adjoining sites for oil storage in bulk.

Water Area Enclosed.—The area of water enclosed within the breakwaters is approximately one hundred and six acres.

The Depth of Water and Berthage in Inner Harbour.—The present depth of water inside the breakwaters, and at the various wharves, varies from 20 feet to 38 feet at low tide. A channel has been dredged from the outer harbour to the entrance between the moles to a depth of $32\frac{3}{4}$ feet at low tide. The range of the tide is about $6\frac{1}{2}$ feet spring tides, $4\frac{1}{2}$ feet neap tides. The total berthage accommodation served by railway is over 12,000 feet.

Overseas Steamers' Berths and Telephones.—Overseas steamers berth at the Gladstone Pier, No. 1 breastwork, Nos. 2, 3, 4, 6 and 7 wharves. Vessels load and discharge inflammable or fuel oil in bulk at the oil tankers' wharf, Naval Point. Ships' Telephones connected with the public automatic telephone exchange are available at the main wharves.

Lyttelton-Wellington Steamer Express Service.—No. 2 Wharf, which has been the Lyttelton-Wellington steamer express berth for many years, accommodates the full length of the Invercargill-Dunedin-Christchurch express train. The N.Z. Government Railways and Union Steam Ship Coy. Ltd. provide ticket boxes on the jetty for the sale of railway and Wellington steamer express tickets respectively. A public "slot" telephone is also available.

A covered passenger platform has been constructed on this jetty, and provides direct access from the train to steamer's gangway and vice versa.

A special passenger train runs between the No. 2 wharf and Christchurch direct on arrival and departure of the Lyttelton-Wellington steamer express. Facilities are provided at this berth for passengers' motor-cars being driven to and from the ship's side, and landed or shipped by the steamer express.

Fire Prevention and Fresh Water.—To guard against damage from fire and to supply the shipping, the whole of the wharves are supplied with water under high pressure from the Lyttelton Borough Council's main, and in addition, the Board's Tugs and Dredges "Peraki" and "Te Whaka" are each fitted with powerful steam fire-pumps and "Foamite" oil-fire plant. Fresh water for vessel's use is supplied by the Lyttelton Borough Council, at 5/- per 1,000 gallons.

Harbour Charges at Lyttelton:

Graving Dock Charges:—For all vessels up to 300 tons £32, 301 to 400 tons £39, 401 to 700 tons £46, 701 to 800 tons £53, 801 to 900 tons £62, 901 to 1000 tons £67, 1001 to 1100 tons £71, 1101 to 1200 tons £80, 1201 to 2000 tons £89, 2001 to 3000 tons £98, 3001 to 4000 tons £107, 4001 to 5000 tons £115; and four clear days are given in dock in all cases. The Board finds dock and machinery, but takes no responsibility.

Patent Slip.—A Patent Slip, capable of taking up a 250 ton vessel, has also been provided by the Harbour Board. Charges for use of the Slip:—

Up to 25 tons gross register, £10 for any period up to five days, and 30s. per day after the fifth day.

Over 25 tons and up to 75 tons gross register, £12 10s. for any period up to five days, and 30s. per day after the fifth day.

Over 75 tons and up to 150 tons, gross register, £15 for any period up to five days, and 30s. per day after the fifth day.

Over 150 tons and up to 250 tons, gross register, £20 for any period up to five days, and 30s. per day after the fifth day.

Thirty-three and one-third per cent. reduction on the above scale of charges will be allowed when, subject to the approval of the Harbourmaster, two or three vessels, other than those belonging to the Board, are placed on the Patent Slip and hauled up together, and remain on the Patent Slip the same number of hours.

The above rates cover the cost of all labour connected with hauling up and launching (the crew of the vessel to give their assistance as may be required); and the cost of blocking a vessel and shifting the blocks after hauling up, during ordinary working hours.

Wharfage Dues (payable by the Importers and Exporters of goods)—

General Merchandise: $\frac{3}{7}$ per ton (by weight or measurement).

Wool, $\frac{3}{7}$ per bale.

Timber, 9d. per hundred feet super.

Crude Petroleum and Kindred Oils in bulk: $\frac{3}{7}$ per ton inwards, $\frac{2}{3}$ per ton outwards of 250 gallons.

Goods re-shipped within six months are free of outward wharfage on declaration.

Harbour Improvement Rate totalling $\frac{2}{3}$ per ton is payable on all goods passing over the wharves in addition to the above wharfage charges.

Pilotage Dues.—On all vessels over 100 tons net register, 3½d. per ton inwards, and 3½d. per ton outwards.

Pilotage.—Charge when the services of a Pilot are used to move vessels from berth to berth or to and from Graving Dock:—For vessels up to 2000 tons gross—£4 10s.; rising to £15 for a 6000 ton vessel.

Port Charges.—6d. per ton net register, provided that such charge shall not exceed eighteen pence a ton half-yearly.

Berthage Charges.—1½d. per ton net register per day while a vessel remains in the Inner Harbour of the Port of Lyttelton, unless laid up or undergoing repairs or overhaul, when the Berthage Charge is ½d. per ton per day. Sundays and holidays exempt unless cargo or passengers taken on board or landed.

Towage Fees.—For the services of the Tug shifting or being in attendance on overseas' steamers when entering or leaving the Inner Harbour or to and from the Dock, each way, £15 per hour or part of an hour during ordinary working hours. Outside ordinary working hours the overtime of the officers and crew will be charged for in addition to the above rate.

Coir Springs.—For each Spring for first three days, £1 15s. 6d.; for each Spring for each day after three days, 6/-.

Wood Fenders.—£1 5s. 0d. for first day, with 15/- for each succeeding day for round Softwood Fenders used by each vessel at any wharf. For the hire of special rectangular solid floating Fenders up to four in number the charge is Eight Pound Fifteen Shillings (£8 15s. 0d.) for a period not exceeding four days; after four days the charge is 10/- per Fender per day.

Floating Crane.—The Board's self-propelled 80-ton Floating Crane "Rapaki" is available for heavy lifts. The charges are: £25 for the first hour or part hour, and £12 15s. 0d. for each subsequent hour or part hour, during ordinary working hours; or at the option of the Board, 17/- per ton for lifts of 25 tons or over; with a minimum charge in the latter case of £20, slings and shackles extra. Outside ordinary working hours overtime will be charged in addition to the above rates.

Hire of 3-ton and 5-ton Electric Cranes.—3-ton and 5-ton electric wharf cranes are available on all main wharves for hire on the conditions set out in the Board's By-laws. The present charge for the use of a crane is £1-3-9 per hour or part of an hour plus driver's wages, with an extra charge of 5½d. or 8d. per hour when bulk cargo is being worked with grabs.

Special Grabs for use with electric cranes for working bulk cargoes are supplied at 13s. 4d. per grab per hour; minimum one hour.

Telephones.—10/- per telephone per day with a minimum charge of £1.

Wharf Lighting.—The Wharves and Railway Yards are well lighted by electric lamps. Connections are also provided for temporary lighting on board ships for working cargo, etc. Equipment and electric current is supplied by the Board at the undermentioned rates:

Electric Wharf Lights.

Application for the use of special electric lights shall be made on forms supplied at the Electric Light Station not later than 4 p.m. on the day on which the light is required.

The charge for each 2,000 candle power light shall be:

From dark until sunrise, 5s. per hour.

Electric Cargo Lights on Board Vessels.

- (1) For hire of Main Cables, Clusters and Flexes for any one vessel: five shillings per day or part of a day.
- (2) For supply of electric current: one shilling per Lamp-Cluster per hour.

The time for supply of electric current is calculated from the time the distribution board leaves the Electric Light Station to the time it is returned. The minimum to be charged for any one day shall be one hour.

Electric Cranes and Capstans.—The Gladstone Pier, No. 1 Breastwork, and Wharves Nos. 2, 3, 6 and 7 are equipped with 5-ton and 3-ton electric cranes. All wharves are fitted with electric capstans.

Railway Lines on Wharves.—The whole of the main wharves have lines of rails laid down upon them connected to the railway system of the Dominion, and goods are landed or shipped direct into or from railway trucks, being hauled thence direct to Christchurch or country stations, or vice versa. Extensive storage accommodation for primary products is also provided adjacent to the wharves, and the Port is well provided with privately owned wool dumping stores.

Cool and Freezing Chambers for Dairy Produce. The Harbour Board has cool and freezing chambers near No. 7 wharf, built chiefly for the accommodation of butter and cheese to be graded and stored for export. The building is divided into ten separate compartments—seven of 85 tons capacity each and two of 35 tons capacity, with grading and testing rooms for the use of the Government dairy produce graders. The chambers may be used independently of each other for cool storage or freezing chambers as required. There are also special chambers for the cool storage of cheese, with a total capacity of 5,700 crates. Two additional cheese chambers were provided at No. 1A Store in 1937, to accommodate 7,400 crates of cheese.

Since “The Dairy Industry Act” came into force on the 29th November, 1894, dairy produce for export from Lyttelton has passed through the Board’s cool stores for inspection and grading by the Government Inspector prior to shipment.

Grain Storage in Lyttelton.—Provision has been made by the Board for the storage of grain and agricultural produce in Lyttelton at reasonable rates. The Board has storage space in No. 1, No. 1A and No. 2 stores for 11,000 tons of produce.

Graving Dock.—The Graving Dock is capable of docking a vessel 462 feet by 54 feet beam and 18 feet draught. The general dimensions of the Dock are as follows:—

Length on Floor	450	feet
Length on Top	481½	„
Width on Floor	46	„
Width on Top	82	„
Width of Entrance	62	„
Width where Ship’s Bilge should be.....	54½	„
Depth on Sill at High Water	23	„

Tug Service.—The Harbour Board maintains a powerful twin-screw steam tug, which is open for engagement by vessels requiring her services outside the Heads as well as in the Harbour. A second steam tug may be made available at short notice. The day signal for the tug is Flags YA International Code, and as a continuous watch is always kept at the Signal Station at Gladstone Pier, vessels making this signal can be seen.

Bunkering Services for Coal and Oil. A coal bunkering service is maintained in the Port by the State Coal Department, and fuel for bunkers is obtainable at the Board’s Oil Wharf and Cattle Jetty at Naval Point (Western Mole), which is served from the neighbouring Oil Companies’ installations.

Statistics.—For the year ended 30th September, 1961, the revenue of the Board was £840,000. During the same period 1,185 vessels entered the port representing 3,185,324 tons net register, while the tonnage of cargo passing over the wharves was 1,537,342 tons.

Constitution of Board.—Eighty-four years ago the Lyttelton Harbour Board was constituted. The present Members of the Board are: A. A. Macfarlane, D.F.C., J.P., (Chairman); W. F. McArthur, J.P. (Deputy-Chairman); L. G. Amos, J.P.; J. Brand; E. Brophy, A.P.A.N.Z.; F. W. Freeman, O.B.E., J.P.; W. P. Glue, O.B.E.; W. B. Laing, J.P.; W. S. MacGibbon, O.B.E., A.P.A.N.Z., J.P.; R. T. McMillan; G. Manning, C.M.G., M.A., Dip.Soc.Sci., J.P.; F. I. Sutton; C. W. Tyler, O.B.E., J.P. (Deceased 31st August, 1961).

Officers of Board.—Secretary-Manager and Chief Executive Officer: A. L. Burk, F.I.A.O., J.P.; Treasurer, A. J. Sowden, A.R.A.N.Z.; Chief Engineer, J. A. Cashin, M.I.C.E., M.I.Mech.E., M.N.Z.I.E.; Harbourmaster and Chief Pilot, Captain A. R. Champion.

Harbour Board Offices.—Port Buildings, 297 Madras Street, Christchurch and Norwich Quay, Lyttelton.



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Lyttelton Harbour Board

NEW ZEALAND

Reports Statement of Accounts

AND

Returns

For the Year Ended 30th September
1960

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Lyttelton Harbour Board

NEW ZEALAND

Reports
Statement of Accounts

AND

Returns

For the Year Ended 30th September
1960

CHRISTCHURCH

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MEMBERS LYTTTELTON HARBOUR BOARD

Elected under the provisions of "The Harbours Act, 1950," "The Local Elections and Polls Act, 1925," and Amendments thereof; and under Regulations by His Excellency the Governor-General in Council, in pursuance of the above Acts.

Elected on SATURDAY, 21st NOVEMBER, 1959. HOLD OFFICE FOR THREE YEARS

		Date When First Elected or Appointed.
(1) <i>Principal Authority for conducting the Election:</i> <i>Christchurch City Council.</i>	F. W. FREEMAN, Esq., O.B.E., J.P.	May 1941
Five Members elected by the Electors in the constituent district of the City of Christchurch.	W. S. MacGIBBON, Esq. O.B.E., A.P.A.N.Z., J.P.	May 1941
	G. MANNING, Esq., C.M.G. M.A., Dip.Soc.Sci., J.P.	November 1947
	W. P. GLUE, Esq., O.B.E.	November 1948
	F. I. SUTTON, Esq.	November 1956
(2) <i>Principal Authority for conducting the Election:</i> <i>Kaiapoi Borough Council.</i>		
One Member elected by the Electors in the combined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.	C. W. TYLER, Esq., O.B.E., J.P.	May 1941
(3) <i>Principal Authority for conducting the Election:</i> <i>Lyttelton Borough Council.</i>		
One Member representing the Electors in the combined district of the Borough of Lyttelton and the Counties of Akaroa, Wairewa, and Mount Herbert.	W. B. LAING, Esq., J.P.	November 1956
(4) <i>Principal Authority for conducting the Election:</i> <i>Ashburton County Council.</i>		
Two Members elected by the Electors in the combined district of the County of Ashburton and the Borough of Ashburton.	J. BRAND, Esq.	November 1956
	E. BROPHY, A.P.A.N.Z.	November 1959
(5) <i>Principal Authority for conducting the Election:</i> <i>Waimairi County Council.</i>		
One Member elected by the Electors in the combined district of the County of Waimairi and the Borough of Riccarton.	L. G. AMOS, Esq., J.P.	November 1956
(6) <i>Principal Authority for conducting the Election:</i> <i>Paparua County Council.</i>		
Two Members elected by the Electors in the combined district of the Counties of Paparua, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote, Selwyn and the Town District of Leeston.	R. T. McMILLAN, Esq.	May 1929
	W. F. McARTHUR, Esq., J.P.	November 1947
(7) <i>Principal Authority for conducting the Election:</i> <i>Waipara County Council.</i>		
One Member elected by the Electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley.	A. A. MACFARLANE, Esq. D.F.C., J.P.	May 1955

Chairman: A. A. MACFARLANE, Esq., D.F.C., J.P.

Deputy-Chairman: W. F. McARTHUR, Esq., J.P.

OFFICERS OF THE BOARD, 1960

Secretary-Manager and Chief Executive Officer: A. L. BURK, F.I.A.O., J.P.

Accountant: A. J. SOWDEN, A.R.A.N.Z.

Chief Engineer: J. A. CASHIN, F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Resident Engineer: A. J. CHARMAN, Assoc.M. Inst. C.E.

Harbour Master and Chief Pilot: CAPTAIN A. R. CHAMPION, J.P.

Office Manager, Lyttelton: D. H. CLIBBORN

Bankers to the Board:

BANK OF NEW ZEALAND

Solicitors to the Board:

HARPER, PASCOE, BUCHANAN and PENLINGTON

Harbour Board Office,
Christchurch,
14th December, 1960.

CHAIRMAN'S ANNUAL REPORT

Gentlemen,

I have pleasure in submitting the Eighty-fourth Annual Report of the Lyttelton Harbour Board. The Balance Sheet and Statement of Accounts are attached hereto but have not yet been audited. When the audit is completed and the accounts received from the Controller and Auditor-General they will be submitted for your approval in terms of Section 64 of the Harbours Act, 1950.

STATUTORY MEETING

The Accounts for the year ended 30th September, 1959, were adopted at an Adjourned Statutory Meeting held on the 6th day of April, 1960.

MEMBERSHIP OF BOARD

Triennial elections were held on 21st November, 1959. The only change was the election of Mr. E. Brophy of Ashburton, who replaced Mr. E. C. Bathurst who did not seek re-election. The following Members now constitute the Board:

L. G. AMOS	A. A. MACFARLANE
J. BRAND	W. F. McARTHUR
E. BROPHY	W. S. MacGIBBON
F. W. FREEMAN	R. T. McMILLAN
W. P. GLUE	G. MANNING
W. B. LAING	F. I. SUTTON
C. W. TYLER	

ELECTION OF CHAIRMAN

The Annual Statutory Meeting for the Election of Chairman was held on 18th December, 1959, when I had the honour to be elected as Chairman. Mr. W. F. McArthur was elected Deputy-Chairman.

COMMITTEES AND REPRESENTATIVES ON ALLIED ORGANISATIONS

The following committees and representatives on allied organisations were elected at the Ordinary Monthly Meeting held on 3rd February, 1960.

Staff Committee:

W. P. GLUE	W. S. MacGIBBON,
F. W. FREEMAN	R. T. McMILLAN
W. F. McARTHUR	C. W. TYLER

Finance and Accounts Committee:

E. BROPHY	W. F. McARTHUR
F. W. FREEMAN	W. S. MacGIBBON
W. P. GLUE	F. I. SUTTON

Works Committee:

J. BRAND	W. B. LAING
F. W. FREEMAN	F. I. SUTTON
W. P. GLUE	C. W. TYLER

Mr. A. A. MACFARLANE, Chairman, ex officio a Member of all Committees.

Board's Representatives on Local Disputes Committee:

A. A. MACFARLANE

C. W. TYLER

A. E. BENZIE

Harbours Association and Industrial Union of Employers:

A. A. MACFARLANE

W. F. McARTHUR

C. W. TYLER

W. P. GLUE

Representatives on Canterbury Progress League:

W. F. McARTHUR

R. T. McMILLAN

Representative on Canterbury Chamber of Commerce:

F. I. SUTTON

Representative on South Island Publicity Association:

W. S. MacGIBBON

Representative on Regional Planning Authority:

L. G. AMOS

Representative on South Island Local Bodies' Association

W. S. MacGIBBON

FINANCE AND TRADE

The total cargo handled for the year was practically the same as for the previous year, namely 1,331,487 tons for 1960, as against 1,332,805 tons for 1959. It is very satisfactory to note that the falling off in trade which has been in evidence over the last few years has been arrested.

It is again gratifying to record that our two principal exports, namely meat and wool, continue to show a steady increase. The following are the figures for the past four years:

Year						Meat	Wool
1957	....	....	....	....	....	37,908 tons	28,474 tons
1958	....	....	....	....	....	42,307 tons	26,746 tons
1959	....	....	....	....	....	43,362 tons	28,539 tons
1960	....	....	....	....	....	49,088 tons	29,823 tons

The number of vessels arriving showed a decrease of 18, namely 1,279, as against 1,297 for the previous year. There was, however, an increase in the Net Register Tonnage, the figures being 3,104,492 for 1960, as against 2,989,298 for 1959.

PUBLIC DEBT

The Public Debt at 30th September, 1960, was £2,367,998 1s. 7d. made up as follows:

	£	£
£300,000 No. 7 Wharf and Breastworks Loan	300,000	
Amount Repaid	115,300	
		184,700
£600,000 Dredge Loan	600,000	
Amount Repaid	36,400	
		563,600
Motor Vehicle Parking Area and Elevated Roadway Loan		37,400
Port Development Loans	1,637,700	
Amount Repaid	55,402	
		1,582,298
		£2,367,998

NEW DREDGER "PERAKI"

The new dredger "Peraki" was launched at Renfrew on 28th January, 1960, by Mrs. G. R. Laking, the wife of the Acting High Commissioner for New Zealand. It was hoped that the dredge would be delivered in New Zealand towards the end of July, 1960, but certain difficulties arose during trials and it is now expected early in February, 1961.

In view of the difficulties experienced during the trials the Board considered it advisable to send Mr. Cashin, the Engineer-in-Chief, to Scotland during the trials period. Mr. Finn, the Chief Engineer on S.D. "Canterbury" was also sent to Scotland and he will return to New Zealand on the new vessel in the capacity of an observer.

SPECIAL MEAT LOADING

As you are aware I consider that the question of the installation of specialised meat loading equipment at Lyttelton should be thoroughly investigated. Following the adoption of this proposal for the new port of Bluff this method of loading meat has aroused considerable interest and following representations by this Board at the recent Harbours Conference, the scheme is to be examined on a National basis by representatives of the Meat Board, the Overseas Shipping Lines and the labour organisations who will be involved in working the equipment.

ADMINISTRATION BUILDING, LYTTTELTON

The erection of the new administration building in Lyttelton is well up to schedule and present indications are that it will be completed and ready for occupancy at the end of April, 1961.

ELEVATED ROADWAY

Tenders have been invited for the first section of the Elevated Roadway and a commencement will be made of this work early in 1961.

COLLECTION OF WHARFAGE

Since the constitution of the Board in 1876 all wharfage collection has been undertaken by the Railways Department. In May, 1960, this function was taken over by the Board. Prior to the actual taking over of the collection numerous discussions were held between officers of the Board, the Shipping Companies, the Railways Department, Customs and Carrying Agents and various commercial interests. Naturally in the initial stages certain difficulties were encountered but these have been successfully overcome and the system is now working satisfactorily.

MEETINGS WITH SHIPOWNERS

On the assumption of the office of Chairman, I arranged for regular meetings of the local Shipping Company Managers and the Executive Officers of the Board. At these meetings matters of common interest to the Shipping Companies and the Board have been discussed and I consider they are serving a very useful purpose and give a better understanding of the problems of the Board and the shipping lines who trade to our port.

OBITUARY

I regret to record the passing of Mr. T. M. Charters and Mr. E. C. Bathurst, ex-members of this Board and Mr. P. C. Austin and Mr. H. S. Derbidge who were members of the staff.

STAFF RETIREMENTS

During the year the following members of the staff retired: Mr. W. J. Helman, Head Signalman; Mr. R. F. Stenson, Cranes Department; Captain E. Sutherland, Deputy Harbourmaster; Mr. G. C. R. Burnip, Office Manager, Lyttelton.

All the foregoing had lengthy and creditable service in the Lyttelton Harbour Board.

CONCLUSION

The past year has been an important one in the history and development of the Port. The major development scheme is proceeding satisfactorily and the Christchurch-Lyttelton Road Tunnel Authority will shortly be accepting a tender for the construction of the Road Tunnel to provide much needed improved access to Lyttelton.

I express my thanks to my fellow Members, Executive Officers and all members of the staff.

Yours faithfully,

A. A. MACFARLANE, Chairman.

Engineer's Office,
 Lyttelton Harbour Board,
 Christchurch,
 1st December, 1960.

ANNUAL REPORT OF ENGINEER-IN-CHIEF FOR 1960

The Chairman,
 Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the work of the Engineer's Department for the year ended 30th September, 1960.

DREDGING

During the year S.D. "Canterbury" was engaged in maintaining the entrance channel and the channel turn and on new harbour works.

Soundings taken in July indicated that the minimum depth of water recorded on the line of beacons in the channel turn was $34\frac{1}{2}$ feet, while on the centre line of the channel the minimum depth was $32\frac{1}{4}$ feet below the zero of the harbour tide gauge.

The total output of the dredger during the year amounted to 1,691,339 tons of spoil, of which 1,042,722 tons were removed from the channel and channel turn and 648,617 tons from the vicinity of the New Works.

The total cost, including repairs and additions but not interest and depreciation, amounts to 11.15 pence per ton, made up of dredging 2.61 pence per ton and depositing 8.54 pence per ton. Double shift working has been maintained throughout the year, the day and night shifts being utilised for New Works and channel maintenance respectfully.

The dredger was laid up for annual overhaul and survey on 9th October and was docked from 20th October until 16th November. On completion of the survey dredging was resumed on 29th December. "Canterbury" was again docked for cleaning and painting from 19th to 27th April. On completion of boiler cleaning and half-yearly overhaul dredging was resumed on 10th May.

At the annual overhaul the principal repairs were to the dredging ladder which was removed from the ship. Dredging suction pipes were repaired and turned through 180 degrees. New hinge pins and bushes were fitted. The suction ball joint was built up and ground true.

Repairs to the hull included a new shoe fitted to the stern and chafing plates fitted under the starboard hawse pipe, some plating renewed on both port and starboard sides of the bow and in the hopper. In addition new chafing plates were fitted to both sides of the ladder well.

G.D. "Te Whaka" has been engaged throughout the year in dredging the berths in the Inner Harbour and has carried out other services as required.

The total quantity of spoil removed amounted to 44,800 tons, most of which was deposited in Camp Bay.

"Te Whaka" was docked for half-yearly cleaning and painting from 15th to 18th December and for annual survey from 30th August until 9th September. The annual overhaul was put in hand on 25th August and dredging resumed on 19th October, 1960.

SUCTION DREDGER "PERAKI"

S.D. "Peraki" was launched at Messrs. Simons-Lobnitz shipyard at Renfrew, Scotland, on 28th January, 1960. Due to a mishap the boiler room was flooded and in addition the coal firing gear proved unsatisfactory. Completion of the vessel was delayed beyond the expected date and it is now anticipated that the vessel will be completed and ready to sail on 30th November, 1960.

TUGS "LYTTELTON" AND "LYTTELTON II"

"LYTTELTON"

The annual overhaul was put in hand on 27th May and the tug was docked for survey on 24th June, being refloated on 13th July. Repairs were extensive, 199 square feet of plate being renewed in the hull and 44 square feet in the deck. "Lyttelton" was put into commission early in August.

"LYTTELTON II"

"Lyttelton II" was docked for half-yearly cleaning and painting from 1st to 5th October. For the annual survey "Lyttelton II" was docked on 4th May, refloated on 19th and put into commission on 26th. Damaged frames, plates and belting at the stern were repaired and 244 square yards of underwater hull sand blasted. While in commission a substantial part of the main deck was recaulked.

CRANESHIP "RAPAKI"

"Rapaki" was docked for half-yearly cleaning and painting from 6th to 9th October and for annual survey from 22nd January to 5th February, 1960. The main injection valve was condemned at this survey. A new valve was made and "Rapaki" was docked from 28th to 30th March for the valve to be fitted. No major repairs were necessary.

LAUNCHES AND OTHER FLOATING PLANT

The Pilot Launch "Wairangi" was slipped for annual survey from 27th November until 10th December, 1959. The hull and machinery are in good order with the exception of the deck which requires renewal within a year or two. "Wairangi" was again slipped for hull cleaning and painting from 27th to 28th June.

The Works and Survey launch "Ruahine" was removed from the water in January for overhaul and was found to be in good order.

The Launch "Orari," with the New Works pontoon, was slipped on 23rd October, 1960. A new propeller and reduction gearing was fitted. Subsequent tests disclosed an increase in the static pull of this launch of $37\frac{1}{2}\%$. In August these craft were again slipped for cleaning and painting. The floating pile driving plant was slipped from 18th December until 7th January and was found to be in good order.

WHARF CONSTRUCTION AND MAINTENANCE

No. 3 JETTY EAST:

Pile replacements were completed in October and this side of the jetty put into commission in February. Twelve bearing piles and 3 fender piles were renewed, together with one hanging fender, 9 campsheares and 18 beams. Lower decking was relaid over an area of 4,000 square feet and top decking over an area of 9,000 square feet, in addition to which 110 feet of kerbing was renewed. The crane girders and tracks were completely overhauled, railway tracks relaid and 3 railway stop blocks built.

No. 3 JETTY WEST:

No. 3 Jetty west was put out of commission in March and repairs completed and the jetty put into commission on 20th September. During this period 79 bearing piles, 5 mooring piles and 13 fender piles were renewed. One pile cap and 163 deck beams were renewed, together with 23 campsheares and 196 feet of kerbing. Lower decking was renewed over an area of 3,035 square feet and top decking over an area of 8,160 square feet. All railway tracks were renewed and 3 stop blocks built. Crane tracks and girders were overhauled and rails renewed where required.

DOCK CAISSON JETTY:

The reconstruction of this jetty was completed by the end of December. The jetty was completely rebuilt and is 80 feet longer than the original.

No. 5 JETTY:

The reconstruction of this jetty was put in hand in December. Work proceeded on the western side until completion in April. The eastern side of the jetty was then put out of commission until repairs were completed in July.

Piles renewed comprised 40 bearing piles, 5 mooring piles, 7 fender piles and 1 raking pile. In addition 22 campsheares and one hanging fender were renewed.

New lower decking was laid over an area of 1,507 square feet and top decking over an area of 4,021 square feet. New kerbing was laid over a length of 247 feet.

The railway track near the western face of the wharf was removed, whilst the remaining 3 tracks were relaid. A set of landing stairs was built into the western face of the jetty. The truck traverser was removed from the end of the jetty and 3 sets of railway stop blocks built. An electric capstan was re-located in the centre of the jetty to suit the altered railway layout.

BREASTWORK AND PARKING AREA:

Demolition of the old breastwork between Nos. 2 and 3 jetties was completed in September and the reconstruction of the breastwork well advanced by the end of the year, together with the initial stage of the parking area. 114 piles were driven, caps placed over 461 feet and 43 deck beams laid. Lower decking was laid over an area of 1,626 square feet and top decking over an area of 800 square feet.

MISCELLANEOUS WHARF REPAIRS:

Damage to the Oil Wharf caused by a ship necessitated the renewal of 2 piles, a section of pile cap, 8 deck beams, 1 hanging fender, 2 campsheares and 261 square feet of decking.

At the Cattle Jetty four tie-rods were fitted to anchor the jetty to the breakwater and an additional mooring bollard was placed to the west of the jetty.

At No. 2 Jetty some repairs were made to wharf decking and a new public convenience was built.

At Gladstone Pier west 2 fender piles weakened by decay were renewed. The roundhead suffered substantial damage when struck by an incoming ship in August. After the wreckage had been cleared repairs were put in hand. Four new piles were driven and 5 caps renewed. The roundhead was almost entirely demolished.

OUTLYING JETTY AND YACHT MOORINGS:

The construction of a small jetty for the Yacht Club at Magazine Bay was commenced in October and completed in November. At Diamond Harbour 18 piles were driven to provide 12 additional moorings for small craft.

Governor's Bay.—Damage to this jetty resulting from the Tsunami in May, 1960, necessitated the renewal of 1,123 square feet of decking and repairs to the landing steps.

Charteris Bay.—As a result of slight damage from the Tsunami the decking on this jetty was renewed.

ELECTRIC CRANES, CAPSTANS, MOBILE CRANES AND PLANT

During the year three 5-ton Clyde cranes, situated on No. 3 Jetty, were dismantled and thoroughly overhauled. All other electric cranes were maintained in good order.

In May, 1960, a Tsunami of unusual severity submerged and damaged the electrical components of 46 capstans. Remedial measures were taken promptly and the work of the port was carried on with the aid of tractors. Repairs were put in hand and in June 38 capstans were again in commission and early in August all capstans were functioning normally.

Additional floodlights were fitted to two cranes on Gladstone Pier and as a result of the improvement effected additional units were prepared for mounting on the remaining cranes. During the year four Clyde cranes were painted.

The average number of electric cranes engaged daily at 8 a.m. on working days during the year was 18.5.

Mobile cranes and air compressors were maintained in good order and gave valuable service.

GRAVING DOCK AND SLIPWAY

Dock pumping machinery was dismantled in October and found in good order, only minor replacements being required. The slipway hauling winch and gear is in excellent order.

AIDS TO NAVIGATION

The Chance-Londex electric flashing buoy was converted to gas operation and put into commission in June with satisfactory results.

The A.G.A. whistling and flashing buoy was removed from its moorings on 28th June for overhaul and was returned to its station on 2nd August.

A pile structure was erected in the vicinity of Parsons Rock and equipped with a gas operated flashing light which was put into commission on 14th June.

Fairly extensive repairs were made to the leading light tower defining the dredged channel.

BUILDINGS

No. 1A Store.—Fairly extensive repairs to verandah and wall sheeting were necessary preparatory to painting the building.

No. 5 Store.—The railway siding and weighbridge were removed from this store and a concrete road laid throughout its length preparatory to conversion from grain store to supply store and workshop. Repairs were made to ridge cap and additional natural lighting provided by the use of Novalite sheets. Extensive repairs were made to the fabric of the building, the lower portion of which was heavily infested with borer.

Cool Store.—Ammonia compressors and condensers and auxiliary equipment have been maintained in good order. In No. 7 butter room a portion of the floor was renewed together with an insulated air-duct. The expansion pipes in Nos. 2, 4, 5 and 6 rooms were cleaned and painted and No. 4 room was painted.

Painting.—The following buildings were painted: New store on No. 1 Jetty, store used by U.S.S. Co. on No. 2 Jetty, Staff Amenities Building, Cool Store, Butter Grading Room, Dairy Products Testing Room, conveniences on No. 6 Breastwork, Watchhouse, Launch passenger Waiting Room and buildings at Graving Dock.

TSUNAMI

In May a serious seismic disturbance in the vicinity of Southern Chile resulted in a tsunami of some magnitude. A smooth but unusually rapid rise and fall of the water level in the harbour took place.

At 9.30 p.m. on 23rd May, 1960, the water level fell from 3ft. 3ins. above to 7ft. below the zero of the harbour tide gauge in one hour and then rose to 11ft. 6ins. above the gauge zero in 1 hour 12 minutes, a total range of 18ft. 6ins. Unusually rapid oscillations continued for several days, the maximum level attained being 11ft. 10ins. above the harbour datum. From these figures it would appear that the flow in the outer harbour may have been from 8 knots at times.

The abnormal water level and velocities gave rise to some apprehension with respect to the stability of the newly placed reclamation material in the New Works and of the dredged channel. Damage was, however, confined mainly to electric capstans and outlying jetties.

EASTERN EXTENSION

RECLAMATION:

The programme of sea-bed investigation was completed during the year and the drilling platforms dismantled.

Drilling through the newly-placed rubble fill was carried out at four sites indicating satisfactory depth of penetration of the rubble into the mud.

Over the area reclaimed levels were taken throughout the year to observe the effects of consolidation of fill and underlying material.

Surcharging was continued at a level plus 25ft. H.D., this being confined to a width of 200ft. along the southern face of the reclamation. 124 settlements were promoted, 113 being in the reclamation and 11 in the breakwater. By the end of September 15 acres had been reclaimed, the southern reclamation wall extended 1,090 feet from the breakwater, and the breakwater extended to a length of 260 feet.

QUARRIES:

During the year the following material was quarried and used for reclamation and roadways:

		Quarry Pt.	Gollans Valley
Rubble and hardfill ....	....	506,000 cu. yds.	53,000 cu. yds.
"B" class facing stone ....	....	44,000 cu. yds.	23,000 cu. yds.
"A" class facing stone ....	....	6,000 cu. yds.	7,000 cu. yds.

The total stone from both quarries to date (30th September, 1960) was 1,570,000 cu. yds (loose volume); 11,000 cu. yds. of crushed metal were produced for road metal and concrete aggregate, making a total to date of 33,000 cu. yds.

To enable the main quarry to be extended eastward 500,000 cu. yds. of an estimated total of 700,000 cu. yds. of clay was removed at Te Awaparahi Bay, this being deposited in the sea to form approximately 6 acres of reclamation.

Double shift operating was not carried out during the year.

The following new plant was acquired during the year:

- 1 International 7 ton tip truck and 1,200 gallon water tank.
- 2 Halco Stenuick Mark III. Rock Drills (1 Mark II. drill being traded in).

Further plant was hired from time to time as required.

DREDGING, NEW WORKS:

Dredger "Canterbury" removed 714 loads in the New Works area.

PILE TESTING:

Four wharf piles have been driven for test-loading. These are intended to form part of the finished structure.

ACKNOWLEDGEMENTS

I wish to thank the Chairman and Members of the Board for their consideration, the other Officers of the Board for their co-operation and the Staff of the Department for their willing efforts at all times.

Yours faithfully, J. A. CASHIN,

F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Engineer-in-Chief.

Harbour Master's Office,
Lyttelton Harbour Board, Lyttelton,
21st November, 1960.

HARBOUR MASTER'S ANNUAL REPORT

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the Harbour Master's Department for the year ended 30th September, 1960. Last year's figures in parenthesis.

SHIPPING

During the year ended 30th September, 1960, 351 (320) steam and motor vessels were piloted in and out of the Inner Harbour, representing a gross tonnage of 2,961,765 (2,679,984) tons; and 928 (977) coastal and inter-colonial vessels representing a gross tonnage of 2,978,742 (3,051,510) tons were berthed in the Inner Harbour.

Other vessels (Navy, etc.): 26 (45), 129,894 (140,233) tons.

Total gross tonnage for year: 6,070,401 (5,871,727).

Total number of vessels for year: 1,305 (1,342).

Increase in total gross tonnage over last year: 281,781.

Decrease in number of vessels over last year: 37.

Increase in number of overseas vessels over last year: 31.

Increase in overseas gross tonnage: 281,781.

Decrease in Inter-Colonial vessels: 9.

Decrease in Inter-Colonial gross tonnage: 13,761.

Decrease in coastal vessels: 40.

Decrease in coastal gross tonnage: 59,007.

Decrease in Navy and other vessels: 19.

Decrease in Navy and other vessels gross tonnage: 10,339.

Piloted vessels arriving or departing direct from and for overseas ports were as follows:

Arrived from United Kingdom Ports	....	....	....	....	1	(1)
Sailed for United Kingdom Ports	....	....	....	....	16	(9)
Arrived from Australian Ports	....	....	....	....	4	(4)
Sailed for Australian Ports	....	....	....	....	2	(5)
Arrived from Singapore, Curacao (Tanker)	....	....	....	....	10	(12)
Sailed for Singapore, Abadan (Tanker)	....	....	....	....	4	(3)
Arrived from Geelong, Australia (Tanker)	....	....	....	....	9	(3)
Sailed for Geelong, Australia (Tanker)	....	....	....	....	2	(3)
Arrived from Suva	....	....	....	....	6	(2)
Arrived from Antarctica	....	....	....	....	6	(5)
Sailed for Antarctica	....	....	....	....	11	(9)
Arrived from U.S.A.	....	....	....	....	7	(8)
Sailed for U.S.A.	....	....	....	....	2	(2)
Sailed for Peru	....	....	....	....	1	
Sailed for Honolulu	....	....	....	....	1	

TUGS "LYTTELTON" AND "LYTTELTON II"

Both tugs have been thoroughly maintained and are in good order and condition. All towing, fire fighting and salvage equipment is kept in good order and condition. Bunker coal consumed by the tugs during the period was 1,091 (1,009) tons.

Summary of work performed:

Overseas vessels assisted in	....	....	....	....	351	(320)
Overseas vessels assisted out	....	....	....	....	328	(322)
Vessels assisted shift	....	....	....	....	64	(50)
Inter-Colonial vessels assisted	....	....	....	....	39	(36)
Vessels assisted to dock	....	....	....	....	12	(27)

In addition to the above, tugs shift the Board's plant whenever necessary.

NAVIGATIONAL AIDS

These have been maintained in good order and condition. Main lead beacons, second reach leads and channel extremity beacons, all wharf ends, steps and rounding on the moles have been painted. The whistling buoy is operating satisfactorily being relieved on station by the buoy purchased for that purpose. The relieving buoy has been converted from electric battery lighting to a gas operated light. A pile structure has been erected in the position where the lighted buoy was operating off Parsons Rock, and is lighted with a gas operated light.

VISITS OF NAVAL VESSELS

H.M.A.S. "Voyager"—17th-20th November, 1959.

H.M.N.Z.S. "Royalist"—20th-27th February, 1960.

French Sloop "La Confiance"—27th-29th February, 1960.

Troopship "Captain Cook"—15th December, 1960, sailed after disembarking troops from Malaya.

H.M.N.Z.S. "Endeavour"—8th-10th August, 1960.

REPORT ON TSUNAMI OF 23rd MAY, 1960

I think this report necessary more perhaps as a record of the happenings from the first reporting to normal conditions.

At 2200 I received a ring that tug "Lyttelton II" was listing and appeared to be on the bottom, so wasted no time in getting down to No. 2, knowing of the Chilean earthquakes and the manner in which earthquakes in that area had affected New Zealand in the past.

Arriving at No. 2 jetty about 2215 the water at that time had ebbed to half-way along the Diamond Harbour jetty, which in my opinion was approximately -8 feet (below datum), and realising that there would be a terrific inrush of water I immediately ordered tug and "Wairangi" crews down, contacted Mr. Gilmore, Foreman of Works, to muster as many men as he could to look after "Rapaki" and wharf equipment, stopped Dredge "Canterbury" from leaving the wharf, called crew of "Te Whaka" out, sent "Wairangi" with two coils of rope and two extra men to the yacht moorings and alerted the fishermen to look after their trawlers. I rang Mr. Burk and Mr. Cashin about this time.

The M.V. "Parea" was in the Dry Dock and as I expected an extra high water to follow the extraordinary low, I instructed the Dock Foreman, G. Jones, to lash the caisson in with tackles and wires. The Masters of vessels in Port were all put on the standby and Pilots stationed at various parts of the harbour to deal with eventualities, while I kept handy to the watchhouse and telephone.

As anticipated the tide began flooding at a great speed so went to the mole entrance where I estimated tide was flooding the Inner Harbour at 7 knots. As I had covered all points it was just a matter of waiting to see how high the flood tide would reach. The maximum of 11ft. 6ins. was reached at 2335, 23rd. May, 1960, and this flooded the Fishermen's Wharf (Lower Breastwork) and also poured over the caisson. As all the foreshore well above high water mark would be flooded I realised dinghies and small craft from not only Lyttelton but also from other bays and the Estuary would float away but this would have to be attended to in daylight. This proved correct because the "Wairangi," "Orari" and fishing trawlers recovered craft as far off shore as three miles. Altogether I would say 50 small craft were rescued much to the relief of our younger yachting enthusiasts.

The "Crusader" and "Persic" were to berth early 24th May, 1960, but the tides in the harbour, especially the approaches to the Moles, made this impossible, so they were notified accordingly. The "Crusader" was berthed that afternoon at No. 7 west and the "Persic" the following day.

The highest tide was 11ft. 10ins. at 0240, 24th May, 1960, where again the Lower Breastwork was flooded and water flowed over the caisson. A thorough survey was made of the docks, wharves, and harbour, and except for dinghies, small craft, fish boxes and old trees floating in the harbour (all of which had to be recovered) no material damage had occurred. Many yachts had to have new moorings fitted by the "Wairangi" crew. The tides were very erratic although not receding or rising as high from now on until they became more normal on 27th May.

At 1220 on 26th May, 1960, I received a message from the Central Police Station quoting the following message received from the Marine Department: "A wave of unpredictable height was approaching New Zealand at 400 knots and would arrive Lyttelton at approximately 1400." Knowing what had occurred previously I thought it prudent to keep all shipping in the Inner Harbour; notified fisherman and yacht owners, had caisson lashed, all vessels on standby and evacuated the whole waterfront of all but a skeleton staff (Pilots, dock and works); all rolling stock off wharves and machinery to higher level. This was commenced at 1300 and the waterfront ready for an emergency at 1330—an excellent effort on the part of the Railways, watersiders and Harbour Board.

As nothing happened, at 1430 I rang the Acting Nautical Adviser to the Government, Captain McMillan, who informed me that the conditions would not be any worse than on the 23rd May, so I declared the port clear and work was started again on the ships at 1530.

FIRE FIGHTING

Fire fighting drill is carried out fortnightly by the crews of the Tug and Pilot Cutter. All hoses and equipment are in good order and condition. Hose branches and hydrants are tested periodically. All foamite units are in good order.

GRAVING DOCK AND SLIP

The Dock has accommodated 29 (37) vessels including 10 (11) of the Board's plant.

The Slip has accommodated 20 (15) vessels including 4 (5) of the Board's plant.

TELEPHONES

These have been constantly in use.

LIFE SAVING

The life saving equipment in the Inner Harbour is inspected frequently; the outlying jetties every three months. All are in good order and condition.

BERTHAGE

This has again been a problem during the year, occasionally vessels having to remain at anchor or at non-working berths.

DEEP FREEZE UNITS

These vessels visited the port to refuel, load cargo and give liberty to the crews.

YACHT MOORINGS

Six extra moorings have been added at Diamond Harbour but still leaves a waiting list of 41.

PILOT CUTTER "WAIRANGI"

This vessel is giving excellent service and has assisted many of the smaller coastal vessels in berthing. The radio telephone, radar and direction finder are all operating well.

SIGNAL TOWER

The radio telephone, remote control to the Harbour Master's office is operating satisfactorily.

PILOT EXEMPTIONS

12 (6) Pilotage Exemption Examinations were held and certificates issued, 9 (2) extensions were issued.

FUEL OIL

191 (180) vessels were bunkered at the oil wharf and cattle jetty.

ACKNOWLEDGMENTS

I desire to express my appreciation to the Chairman and Members of the Board for their consideration at all times, to acknowledge the assistance of Executive Officers and express thanks to the Officers and Staff of my Department for their loyalty and assistance throughout the year.

Yours faithfully,

CAPT. A. R. CHAMPION, Harbour Master.

I.—CONTRACTORS' DEPOSIT

RECEIPTS

																£
Balance, 1st October, 1959	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2,823
Deposits Received	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10,099
																<u>£12,923</u>

II.—SPECIAL RENEWAL AND MARINE

													£	£
Balance to Credit of Fund on 1st October, 1959	....	....	....	....	....	....	....	....	....	....	....	....	10,013	247,431
Interest on Investments for Year ....	....	..	....	....	....	....	....	....	....	....	....	....
Less Bank Charges ....	....	....	....	....	....	....	....	....	....	....	....	....	<u>33</u>	9,980
														<u>£257,411</u>

III.—SPECIAL CRANE RENEWAL

															£
Balance to Credit of Fund on 1st October, 1959	....	....	....	....	....	....	....	....	....	....	....	....	....	....	199,265
Transfer from General Cash Account ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10,348
Interest on Investments for Year ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7,536
Less Bank Charges ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	<u>13</u>
															7,523
															----- £217,137

IV.—SPECIAL FLOATING PLANT

													£
Balance to Credit of Fund on 1st October, 1959	....	....	....	....	....	....	....	....	....	....	....	....	147,265
Transfer from General Cash Account ....	....	....	....	....	....	....	....	....	....	....	....	....	10,000
Interest on Investments for Year ... ..	....	....	....	....	....	....	....	....	....	....	....	....	6,588
													<hr/> £163,853

V.—SPECIAL ACCIDENT INSURANCE

													£	£
Balance to Credit of Fund on 1st October, 1959	....	....	....	....	....	....	....	....	....	....	....	....		71,686
Interest on Investments for Year ....	....	....	....	....	....	....	....	....	....	....	....	....	2,737	
Less Bank Charges ...	....	....	....	....	....	....	....	....	....	....	....	....	<u>3</u>	
Transfer from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....		2,733 3,000
														<u>£77,419</u>

VI.—SPECIAL FIRE INSURANCE

Balance to Credit of Fund on 1st October, 1959	£	£
Interest on Investments for Year	2,286	65,524
Less Bank Charges	5	
Transfer from General Cash Account		2,280
		2,000
		£69,804

Deposits Refunded	928
Balance at 30th September, 1960—Bank of New Zealand, Christchurch	<u>11,995</u>
	£12,923

													£	£
Balance at 30th September, 1960—														
Investments at par value in Custody of Bank	98,545	
Fixed Deposits	153,532	
Cash at Bank of New Zealand	<u>5,333</u>	
Amount of Fund at 30th September, 1960		257,411
														<u>£257,411</u>

													£	£
Balance at 30th September, 1960—														
Investments at par value in Custody of Bank	141,407	
Fixed Deposits	71,971	
Cash at Bank of New Zealand	<u>3,758</u>	
Amount of Fund at 30th September, 1960		217,137
														<u>£217,137</u>

	£	£
Balance at 30th September, 1960—		
Mortgage	6,000	
Fixed Deposits	157,485	
Cash at Bank of New Zealand	368	
	<hr/>	
Amount of Fund at 30th September, 1960		163,853
		<hr/>
		£163,853

	£	£
Balance at 30th September, 1960—		
Investments at par value in Custody of Bank	69,525	
Fixed Deposit	2,085	
Cash at Bank of New Zealand	5,808	
	<hr/>	
Amount of Fund at 30th September, 1960		77,419
		<hr/> £77,419

																		£	£
Fire Premia		1,007
Balance at 30th September, 1960—																			
Investments at par value in Custody of Bank	65,605	
Cash at Bank of New Zealand	<u>3,192</u>	
Amount of Fund at 30th September, 1960		<u>68,797</u>
																			£69,804

VII.—INTEREST

RECEIPTS

														£
Transfer from Loans Repayment Account	....	....	....	....	....	....	....	....	....	....	....	....	....	2,980
														<hr/> £2,980

VIII.—£350,000 No. 7 WHARF AND

(Under authority "Lyttelton Harbour

(First Instalment 1/2/53—£100,000 Second Instalment 1/9/53—£50,000)

[illegible]

IX.—PORT DEVELOPMENT

(Under Authority "Lyttelton Harbour

No. 1. 1/7/1956—£250,000. No. 2. Part I. 1/10/57

No. 2 Part III. 31/7/1958—£150,000, No. 3 1st Inst.

No. 3 3rd Inst. 1/11/1959—£100,000, No. 4 1st Inst.

No. 4 3rd Inst. 1/7/1960—£100,000, No. 4 4th Inst.

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X.—DREDGE LOAN

(Under Authority "Lyttelton Harbour

															£
Balance at 1st October, 1959	443,716
Advance from General Cash Account	....		....	....	....	....	....	....	....	....	....	....	....	....	1,145
															<u>£444,862</u>

XI.—MOTOR VEHICLE PARKING AREA AND

(Under Authority "Lyttelton Harbour

£250,000—Issue of

[illegible]

CASH ACCOUNT

PAYMENTS															£	£
Interest on—																
£300,000 No. 7 Wharf and Breastworks Loan—																
First Instalment	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2,180	
Second Instalment	....	....	....	....	....	....	....	....	....	....	....	....	....	....	800	
															<hr/>	<hr/>
																2,980
																<hr/>
																£2,980

BREASTWORKS LOAN 1952 CASH ACCOUNT

Board Empowering Act, 1951")

Third Instalment 1/3/56—£50,000 Fourth Instalment 1/11/56—£100,000)

													£	£
Repayment of Advance from General Cash Account—														
For year ended 30th September, 1958	....	....	....	....	....	....	....	....	....	....	....	....	166	
For year ended 30th September, 1959	....	....	....	....	....	....	....	....	....	....	....	....	<u>929</u>	1,095
Reconstruction Cost Breastworks—	....	....	....	....	....	....	....	....	....	....	....	....		<u>11,241</u>
Balance at 30th September, 1960—														
Fixed Deposit	....	....	....	....	....	....	....	....	....	....	....	....	70,080	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	....	....	<u>—</u>	70,080
														<u>£82,418</u>

LOAN CASH ACCOUNT

Board Loan and Empowering Act, 1955")

—£100,000. No. 2 Part II. 31/10/58—£250,000.

1/11/58—£250,000. No. 3 2nd Inst. 1/6/59—£150,000.

31/12/59—£100,000, No. 4 2nd Inst. 1/4/60—£150,000.

1/9/60—£50,000, No. 4 5th Inst. 1/9/60—£100,000

	£	
Repayment of Advance from General Cash Account—		
For year ended 30th September, 1959		44,694
Expenditure on Harbour Extension for year ended 30th September, 1960		292,527
Balance at 30th September, 1960—		
Investments at par value in custody of Bank	154,020	
Fixed Deposits	488,821	
Cash at Bank of New Zealand	92,012	
	<u>734,854</u>	
		£1,072,076

CASH ACCOUNT

Board Loan Act, 1956")

	£	£
Repayment of Advance from General Cash Account—		
For year ended 30th September, 1959	696	
Progress Payment for Dredge	208,075	
Consultant's Fees	1,196	
Exchange	2,092	
Travelling Expenses and Wages	2,741	
Balance at 30th September, 1960—		
Fixed Deposits	230,000	
Cash at Bank of New Zealand	60	
		230,060
		£444,862

ELEVATED ROADWAY LOAN 1956 CASH ACCOUNT

Board Empowering Act, 1952")

£175,000, 22/12/59

											£	£
Expenditure on Parking Area for year ended 30th September, 1960	....	....	....	....	....	....	....	....	....	....		2,721
Balance at 30th September, 1960—												
Investments at par value in custody of Bank	....	....	....	....	....	....	....	....	....	....	32,000	
Fixed Deposits	....	....	....	....	....	....	....	....	....	....	5,000	
Cash at Bank of New Zealand	....	....	....	....	....	....	....	....	....	....	<u>400</u>	
												<u>37,400</u>
												<u>£40,121</u>

XII.—LOANS REPAYMENT
(Under Authority, Section 5, "Lyttelton Harbour

	£	£
Balance as at 1st. October, 1959		766,588
Interest on Loan Moneys Deposited		5,882
Interest, etc. on Investments	50,177	
Less Bank Charges	6	
		50,170
Annual Transfer from General Cash Account		65,630
Transfer from General Cash Account of Harbour Improvement Rate collected during year		140,000

£1,028,271

XIII.—LOANS REPAYMENT

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan—			
Repayment of Principal	20,400		
Interest	8,972	29,372	
£3,550,000 Port Development Loan, Nos. 1, 2, 3 and 4—			
Repayment of Principal	17,891		
Interest	55,873	73,764	
£600,000 Dredge Loan—			
Repayment of Principal	11,100		
Interest	28,082	39,182	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan:			
Interest		468	142,786
Balance as at 30th September, 1960			894,510
			£1,037,296

CASH ACCOUNT

Board Loan and Empowering Act, 1955.")

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan, 1952—			
First Instalment £100,000:			
Repayment of Principal	7,000		
Interest Transferred to Interest Account	2,180		
Second Instalment £50,000:			
Repayment of Principal	5,000		
Interest Transferred to Interest Account	800		
Third Instalment £50,000:			
Repayment of Principal	5,000		
Interest	1,543		
Fourth Instalment £100,000:			
Repayment of Principal	3,400		
Interest	4,448		
		29,372	
£600,000 Dredge Loan, 1957:			
First Instalment £200,000:			
Repayment of Principal	6,900		
Interest	8,901		
Second Instalment £120,000:			
Repayment of Principal	4,200		
Interest	5,330		
Third Instalment £80,000:			
Interest	3,849		
Fourth Instalment £200,000:			
Interest	10,000		
		39,182	
£3,550,000 Port Development Loan:			
£250,000 Port Development Loan, No. 1:			
Repayment of Principal	10,000		
Interest	10,436		
£500,000 Port Development Loan, No. 2:			
Part I. £100,000:			
Interest	5,000		
Part II. £250,000:			
Repayment of Principal	7,891		
Interest	6,778		
Part III. £150,000			
Interest	7,500		
£500,000 Port Development Loan, No. 3			
First Instalment £250,000:			
Interest	12,126		
Second Instalment £150,000:			
Interest	6,590		
Third Instalment £100,000:			
Interest	2,396		
£500,000 Port Development Loan No. 4:			
First Instalment £100,000:			
Interest	1,849		
Second Instalment £150,000:			
Interest	3,195		
		73,764	
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan:			
Issue of £175,000:			
Interest		468	
			142,786
Balance as at 30th September, 1960:			
Investments at par value in custody of Bank		824,935	
Fixed Deposits		42,387	
Cash at Bank of New Zealand		18,162	
			885,484
			£1,028,271

REVENUE ACCOUNT

	£	£
Balance as at 1st October, 1959		782,065
Interest on Loan Moneys Deposited		5,882
Interest, etc. on Investments	50,177	
Less Bank Charges	6	
Annual Transfers from General Cash Account		50,170
		65,630
Harbour Improvement Rate	135,780	
Less Commissions	2,232	
		133,548
		£1,037,296

XIV.—STATEMENT OF BALANCES

ACCOUNTS		BANK, Etc.		CR.	
	DR. £		£		£
Harbour Fund General Account	...	Harbour Fund General Account—			
Contractors' Deposit Account	71,439	Cash at Bank of New Zealand	135,488		
Special Renewal Fund Account	11,995	Cash on Hand	30		
Special Crane Renewal Fund Account	257,411				
Special Floating Plant Renewal Fund Account	217,137	Less Unpresented Cheques	135,518		71,439
Special Accident Insurance Fund Account	163,853		64,079		
Special Fire Insurance Fund Account	77,419	Contractors' Deposit Account—			
No. 7 Wharf and Breastworks Loan Account	68,797	Cash at Bank of New Zealand			11,995
Dredge Loan Account	70,080	Special Renewal Fund—			
Motor Vehicle Parking Area and Elevated Roadway Account	734,854	Cash at Bank of New Zealand	5,333		
Loans Repayment Account	230,060	Add Investments	252,077	257,411	
		Special Crane Renewal Fund—			
		Cash at Bank of New Zealand	3,758		
		Add Investments	213,378	217,137	
		Special Floating Plant Renewal Fund—			
		Cash at Bank of New Zealand	368		
		Add Investments	163,485	163,853	
		Special Accident Insurance Fund—			
		Cash at Bank of New Zealand	5,808		
		Add Investments	71,610	77,419	
		Special Fire Insurance Fund—			
		Cash at Bank of New Zealand	3,192		
		Add Investments	65,605	68,797	
		No. 7 Wharf and Breastworks Loan—			784,619
		Cash at Bank of New Zealand			
		Add Investments	70,080	70,080	
		Port Development Loan Account—			
		Cash at Bank of New Zealand	92,012		
		Add Investments	642,841	734,854	
		Dredge Loan Account—			
		Cash at Bank of New Zealand	60		
		Add Investments	230,000	230,060	
		Motor Vehicle Parking Area and Elevated Roadway Loan Account—			
		Cash at Bank of New Zealand	400		
		Add Investments	37,000	37,400	
		Loans Repayment Account—			1,072,395
		Cash at Bank of New Zealand	18,162		
		Add Investments	867,322		
					885,484
					<u>£2,825,935</u>

XVI.—BALANCE SHEET AS AT

LIABILITIES											
Year ended 30/9/59											
£	£	Capital—								£	£
	1,771,539	Public Debt as per Statement No. XVII.	....	....	....	....	....	....	2,367,998	
455,800		Loan Repayment Reserve	....	....	....	....	....	....	504,110	
48,311		Add Repayments during year	....	....	....	....	....	....	49,391	
	504,111								553,501		
1,023,809		Capital Provided from Revenue as at 1st October, 1959	....	....					1,132,200	
108,391		Add Transfer from Appropriation Account	....	....	....	....			46,679	
	1,132,200								1,178,879		
	3,407,850									4,100,379	
		Special Reserve Funds—									
71,686		Accident Insurance Fund	....	....	....	....	....	....	77,419	
199,266		Crane Renewal Fund	....	....	....	....	....	....	217,137	
65,524		Fire Insurance Fund	....	....	....	....	....	....	68,797	
147,265		Floating Plant Renewal Fund	....	....	....	....	....	....	163,853	
147,431		Renewal Fund	....	....	....	....	....	....	167,411	
	631,172									694,619	
	782,065	Loans Repayment Account	....	....	....	....	....	....		894,510
		Current Liabilities—									
2,824		Contractors' Deposits	....	....	....	....	....	....	11,995	
7,435		Sundry Creditors	....	....	....	....	....	....	16,104	
544		Payments in Advance	....	....	....	....	....	....	73	
56		Unclaimed Moneys	....	....	....	....	....	....	107	
	10,859	Deducted as per Contra	....	....	....	....	....	....	28,281	
£4,821,087										£5,689,508	

The Audit Office having made such examination as was considered necessary, certifies that in its opinion, the above Balance Sheet and accompanying Accounts are correct.

(Signed) A. P. McLACHLAN,
Assistant Controller and Auditor-General.

NOTE.—Shillings and pence included in the original certified accounts have been omitted.

30th SEPTEMBER, 1960

ASSETS

£	£								£	£
Year ended	30/9/59	Capital Assets—								
	2,007,226	Value as at 1st October, 1959	....	....	....	....	....	....	2,562,761	
	555,535	Add Additions, 1960	....	....	....	....	....	....	567,275	
	2,562,761								3,130,037	
431,559		Deduct Depreciation, 1949/59	....	....	....	....	....	440,608		
9,049		Depreciation, 1960	....	....	....	....	....	34,621		
	440,608								475,230	
	2,122,153	Value as at 30th September, 1960	....	....	....	....	....	....		2,654,807
		Special Reserve Fund Investments—								
71,686		Accident Insurance Fund	....	....	....	....	....	77,419		
199,266		Crane Renewal Fund	....	....	....	....	....	217,137		
65,524		Fire Insurance Fund	....	....	....	....	....	68,797		
147,265		Floating Plant Renewal Fund	....	....	....	....	....	163,853		
247,431		Renewal Fund	....	....	....	....	....	257,411		
	731,172									784,619
766,588		Loans Repayment Account	....	....	....	....	....	885,484		
15,477		Harbour Improvement Rate: Sundry Debtors	....	....	....	....	....	9,025		
	782,065									894,510
77,581		£350,000 No. 7 Wharf and Breastworks Loan	....	....	....	....	....	70,080		
370,278		Port Development Loan	....	....	....	....	....	734,854		
443,716		Dredge Loan	....	....	....	....	....	230,060		
	891,575	Motor Vehicle Parking Area and Elevated Roadway Loan	....	....	....	....	....	37,400		1,072,395
		Current Assets—								
		Cash on Hand	....	....	....	....	....	30		
96,994		Harbour Fund General Account	....	....	....	....	....	71,409		
2,824		Contractors' Deposit Account	....	....	....	....	....	11,995		
42,518		Sundry Debtors	....	....	....	....	....	50,261		
158,589		Stock, Timber and General Stores	....	....	....	....	....	145,846		
300,925								279,542		
10,859		Deduct Current Liabilities as per contra	....	....	....	....	....	28,281		
	290,066									251,261
		Appropriation Account—								
8,922		Balance as at 1st October, 1959	....	....	....	....	....	4,055		
4,866		Add Balance for year ended 30th September, 1960	....	....	....	....	....	27,859		
	4,056									31,915
	£4,821,087									£5,689,508

I Hereby Certify that the foregoing Accounts and Balance Sheet were examined and adopted by the Lyttelton Harbour Board at a Special Meeting of the Board held at Christchurch, on 5th April, 1961.

(Signed) A. A. MACFARLANE,
Chairman.

XVII.—STATEMENT OF PUBLIC DEBT

LOAN	Interest	Amount Authorised £	Amount Raised £	Amount Repaid £	Balance Outstanding £	Maturity Date	Particulars of Repayment
£350,000 No. 7 Wharf and Breastworks Loan, 1952 (Lyttelton Harbour Board Empowering Act, 1951)							
First Instalment	4 %	300,000	100,000	49,000	51,000	1. 2.1968	Annual Redemptions of £7,000.
Second Instalment	4 %		50,000	35,000	15,000	1. 9.1963	Annual Redemptions of £5,000.
Third Instalment	4½ %		50,000	20,000	30,000	1. 3.1966	Annual Redemptions of £5,000.
Fourth Instalment	4½ %		100,000	11,300	88,700	1.11.1976	Half-yearly Instalments of Principal & Interest.
£600,000 Dredge Loan, 1957 (Lyttelton Harbour Board Loan Act, 1956)		600,000	200,000	22,600	177,400	1. 2.1977	Half-yearly Instalments of Principal & Interest.
First Instalment	4½ %		120,000	13,800	106,200	31.12.1976	Half-yearly Instalments of Principal & Interest.
Second Instalment	4½ %		18,330	.....	18,330	31. 5.1962	Repayable on Maturity Date.
Third Instalment	4½ %		26,750	.....	26,750	31. 5.1962	Repayable on Maturity Date.
	4½ %		3,600	.....	3,600	31. 5.1965	Repayable on Maturity Date.
	5 %		26,620	.....	26,620	31. 5.1965	Repayable on Maturity Date.
	4½ %		4,700	.....	4,700	31. 5.1969	Repayable on Maturity Date.
Fourth Instalment	5 %		200,000	.....	200,000	1. 8.1987	Repayable on Maturity Date.
£3,550,000 Port Development Loan, 1956 (Lyttelton Harbour Board Loan and Empowering Act, 1955)		1,750,000	77,350	40,000	37,350	1. 7.1966	Annual Redemptions of £10,000.
First Instalment, £250,000 (No. 1), 1956	4½ %		69,900	.....	69,900	1. 7.1961	Repayable on Maturity Date.
	4½ %		43,500	.....	43,500	1. 7.1964	Repayable on Maturity Date.
	4½ %		59,250	.....	59,250	1. 7.1968	Repayable on Maturity Date.
Second Instalment, £500,000 (No. 2), 1957	5 %		35,000	.....	35,000	30. 9.1963	Repayable on Maturity Date.
	5 %		55,000	.....	55,000	30. 9.1967	Repayable on Maturity Date.
	5 %		10,000	.....	10,000	30. 9.1992	Repayable on Maturity Date.
	5 %		240,000	15,402	224,598	30. 6.1978	Half-yearly Instalments of Principal & Interest.
	5 %		33,490	.....	33,490	31. 7.1964	Repayable on Maturity Date.
	5 %		106,350	.....	106,350	31. 7.1968	Repayable on Maturity Date.
	5 %		10,160	.....	10,160	31. 7.1978	Repayable on Maturity Date.
	5 %		80,000	.....	80,000	1.11.1964	Repayable on Maturity Date.
	5 %		118,400	.....	118,400	1.11.1968	Repayable on Maturity Date.
Third Instalment, £500,000 (No. 3), 1958	5 %		51,600	.....	51,600	1.11.1978	Repayable on Maturity Date.
	5 %		50,000	.....	50,000	1. 6.1965	Repayable on Maturity Date.
	5 %		77,170	.....	77,170	1. 6.1969	Repayable on Maturity Date.
	5 %		22,830	.....	22,830	1. 6.1979	Repayable on Maturity Date.
	4½ %		50,000	.....	50,000	1.11.1969	Annual Redemptions of £10,000.
	5 %		50,000	.....	50,000	31.12.1965	Repayable on Maturity Date.
	5 %		33,000	.....	33,000	31.12.1969	Repayable on Maturity Date.
	5 %		65,650	.....	65,650	31.12.1979	Repayable on Maturity Date.
	5 %		1,350	.....	1,350	1. 4.1966	Repayable on Maturity Date.
	5 %		50,000	.....	50,000	1. 4.1970	Repayable on Maturity Date.
	5 %		57,950	.....	57,950	1. 4.1980	Repayable on Maturity Date.
	5 %		42,050	.....	42,050	1. 7.1966	Repayable on Maturity Date.
	5 %		33,000	.....	33,000	1. 7.1970	Repayable on Maturity Date.
	5 %		47,000	.....	47,000	1. 7.1980	Repayable on Maturity Date.
	5 %		20,000	.....	20,000	31. 8.1985	Half-yearly Instalments of Principal & Interest.
	4½ %		10,000	.....	10,000	1. 9.1966	Repayable on Maturity Date.
	4½ %		15,000	.....	15,000	1. 9.1970	Repayable on Maturity Date.
	4½ %		22,700	.....	22,700		
£250,000 Motor Vehicle Parking Area and Elevated Roadway Loan	5 %	175,000	37,400	.....	37,400	22.12.1989	Annual Instalments of Principal and Interest.
		£2,825,000	£2,575,100	£207,102	£2,367,998		

**XVIII.—LIST OF CONTRACTS ENTERED INTO BY THE LYTTELTON HARBOUR BOARD
DURING THE YEAR ENDED 30th SEPTEMBER, 1960**

Date Entered Into	Name of Contractor	Nature of Service or Supply	Date for Completion or Expiry	Amount of Contract
				£ s. d.
7th Oct., 1959	International Harvester Co. of N.Z. Ltd.	5 ton Motor Truck	26th Jan., 1960	2,734 10 0
7th Oct., 1959	John Burns & Co. Ltd.	Crane Wire Ropes	15th Dec., 1959	902 15 0
18th Nov., 1959	N.Z. State Coal Mines	Supply of Coal	18th Nov., 1960	Schedule Rates
18th Nov., 1959	Madison Coal Co. Ltd.	Supply of Coal	18th Nov., 1960	Schedule Rates
18th Nov., 1959	Fletcher Construction Co. Ltd.	Office Building, Lyttelton	30th April, 1961	112,544 0 0
18th Nov., 1959	Canterbury Tyre Agency Co. Ltd.	12 Dump Truck Tyres & 4 Tubes	2nd May, 1960	1,606 14 0
18th Nov., 1959	Dunlop N.Z. Ltd.	6 Dump Truck Tyres	2nd May, 1960	803 13 0
18th Nov., 1959	Motorways (Ch'ch.) Ltd.	21 Dump Truck Tyres & 9 Tubes	2nd May, 1960	2,697 5 3
18th Nov., 1959	E. W. Pidgeon & Co. Ltd.	6 Dump Truck Tyres	2nd May, 1960	972 16 10
18th Nov., 1959	Tyre Equipment Ltd.	12 Dump Truck Tyres & 14 Tubes	2nd May, 1960	1,485 8 6
6th April, 1960	Richardson, McCabe & Co. Ltd.	Anchor, Stud Link Chain Cables and Shackles	6th August, 1960	1,445 14 5
6th May, 1960	G. W. Pearson & Son Ltd.	Treated Timber for Decking	31st Dec., 1961	7,186 13 4
22nd July, 1960	Butler Timber Co. Ltd.	Treated Timber for Decking	31st Dec., 1961	6,900 0 0
3rd August, 1960	Jas. J. Niven & Co. Ltd.	Air Compressor	15th Sept., 1960	2,305 0 0

XIX.—PARTICULARS OF LEASES AND LICENCES GRANTED BY THE LYTTELTON HARBOUR BOARD

Name of Lessee	Number of Allotment	Locality	Area	Period of Lease or License	Expiry Date	Annual Rental	Remarks
Ainger Air Spray Ltd.	Site	Near Dock	a. r. p.	Temporary	£ s. d. 5 0 0	Terminable on one month's notice on either side
Ainger Air Spray Ltd.	Office	Building at Graving Dock .....	....	Temporary .....	....	52 0 0
Aitkens Ferries Ltd.	Bowser Site and Building	Launch, Jetty B .....	....	Temporary .....	....	58 0 0
Atlantic Union Oil Co. (N.Z.) Ltd.	Office	Port Building	7 Yrs. 2 Mths.	30th June, 1966	2,030 0 0	Option of Renewal for further term. Option of Renewal for further term.
Atlantic Union Oil Co. (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	2 0 0	7 Years	3rd Jan., 1965	840 0 0	
Banks Peninsula Cruising Club	Cloak Room	Dinghy Shelter, Dampier's Bay	Temporary	1 0 0 0	Option of Renewal for further term. Option of Renewal for further term.
Berry, O.	Lot 1	Timeball Signal Station .....	....	Temporary .....	....	130 0 0
British Petroleum Co. (N.Z.) Ltd.	Lot 1	Naval Point Reclamation Area	10 1 16.2	21 Years	30th Sept., 1968	2,329 0 8	Option of Renewal for further term. Option of Renewal for further term.
Caltex Oil (N.Z.) Ltd.	Cloak Room	Naval Point Reclamation Area	4 0 20	7 Years	14th Feb., 1964	1,567 10 0	
Canty. Yacht and Motor Boat Club	Lot 1	Dinghy Shelter, Dampier's Bay	Temporary	1 0 0 0	Option of Renewal for further term. Option of Renewal for further term.
Champion, A. R.	Lot 1	Reserve Terrace	1 1	21 Years	16th Sept., 1961	4 0 0 0	
Charteris Bay Yacht & Pwr. Bt Club	Site	Charteris Bay	35	14 Years	31st May, 1964	5 0 0 0	Option of Renewal for further term. Option of Renewal for further term.
Clark, G. D.	Hut	Quarry Site .....	....	Temporary .....	....	13 0 0 0
Collins, S. I.	Lot 3	Reserve Terrace	36.1	21 Years	1st Feb., 1967	4 0 0 0	Option of Renewal for further term. Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	1 0 30	7 Years	30th May, 1967	440 0 0	
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	1 3 13.6	21 Years	31st Aug., 1967	366 5 0	Option of Renewal for further term. Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	17.9	11 Yrs. 3 Mths.	31st Aug., 1967	22 7 6	
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	1 0 12.4	10 Years	31st Dec., 1968	452 11 0	Option of Renewal for further term. Option of Renewal for further term.
Feron, P. & Sons Ltd.	Site	Low Level Breastwork	62ft. x 17ft.	4 Years	31st Dec., 1961	50 0 0	
Helps, D. G.	Shed	Western Wharf, Port Levy	Temporary	1 0 0 0	Option of Renewal for further term. Terminable on three months' notice on either side
Holden, D.	Lot 2	Reserve Terrace	1 6.3	21 Years	30th Sept., 1969	4 0 0 0	
Holm & Co. Ltd.	Office	Coronation Hall	Temporary	26 0 0 0	Licence to remove buildings etc. on expiry of license
Lyttelton Borough Council	Site for Electrical Sub-stn.	Naval Point Reclamation Area	12ft. x 10ft.	....	....	0 1 0
Lyttelton Fishermen's Association	Office Site	No. 7 Breastwork .....	....	Temporary .....	....	26 0 0
Lyttelton Sea Scouts	Store	Foreshore (near Dock)	Temporary	1 0 0 0	Glasgow Lease Compensation for buildings on Expiry of lease
Lyttelton Sea Scouts	Staging	Foreshore (near Dock) .....	....	Temporary .....	....	1 0 0 0
Miller, J. Ltd.	Boat Bldg. Site	Foreshore (near Dock)	2 10.7	14 Years	31st March, 1971	480 0 0	
Muller, (Mrs.) M. J.	Grazing Area	Summer Road	8 0 0	Temporary	52 0 0	Tenancy terminable on one month's notice on either side
Muller, (Mrs.) M. J.	Grazing Area	Summer Road	34 3 4	5 Years	31st Aug., 1965	52 0 0	
Muller, (Mrs.) M. J.	Woolshed	Summer Road	Temporary	13 0 0	Option of renewal for further term
N.Z. Shipping Co. Ltd.	Lot 11	Reclaimed Land, W. Lyttelton	1 17	21 Years	30th Sept., 1966	175 0 0	
N.Z. Shipping Co. Ltd.	Lot 10	Reclaimed Land, W. Lyttelton	37.5	21 Years	30th Sept., 1969	115 0 0	Option of renewal for further term Option of Renewal for further term.
N.Z. Shipping Co. Ltd.	Site	Reclaimed Land, Dampiers Bay .....	....	Temporary .....	....	1 0 0 0
Pascoe, D.	Dock Cottage	Reclaimed Land, Dampiers Bay	Temporary	32 10 0	Option of renewal for further term
Post and Telegraph Department	Office	No. 2 Jetty .....	....	Temporary .....	....	8 0 0 0
Rhind, H. A.	Site	Near Dock	Temporary	2 8 0 0	Option of renewal for further term
St. John Ambulance Association .....	....	Social Room, Supply Store Bldg. ....	....	Temporary .....	....	39 0 0
Shell Oil New Zealand Ltd.	Part Lot 1 & Part Lot 2	Naval Point Reclamation Area	5 0 37	7 Years	14th Nov., 1961	1,830 18 9	Option of renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area .....	....	....	....	....
Shell Oil New Zealand Ltd.	Part Lot 2	Naval Point Reclamation Area	3 2 28	10 Years	31st July, 1966	1,837 10 0	Option of renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd. ....	....	Naval Point Reclamation Area	2 1 38.1	10 Years	30th Sept., 1969	1,045 0 0
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Reclaimed Land, Dampier's Bay	2 1 27	10 Years	16th July, 1961	1,451 5 0	Option of Renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Part Lot 1	Naval Point Reclamation Area	2 2 16.6	7 Years	31st July, 1966	1,301 17 6	
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Office	Port Building	7 Yrs. 2 Mths.	30th June, 1966	6,450 0 0	Option of renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Petrol Bowser Site	Low Level Breastwork .....	....	Temporary .....	....	6 0 0 0
Turnbull, A. H. & Co. Ltd.	Office Site	Breastwork between Nos. 4 and 5 jetties	20ft. x 12ft.	Temporary	12 0 0	Terminable on one month's notice Tenant to remove Bldg.
Union Steam Ship Co. Ltd.	Office Site	Between Nos. 5 and 6 Jetties	3.2	Temporary .....	....	24 0 0
Union Steam Ship Co. Ltd.	Office Site	Between Nos. 5 and 6 Jetties	1.6	Temporary	12 0 0	Building property of Board Taken over from Blackball Coal Co. on 1st April, 1922
Union Steam Ship Co. Ltd.	Paint Store	Near Dock	1	Temporary .....	....	6 0 0 0
Union Steam Ship Co. Ltd.	T.S.231, 234	Brittan Terrace	31.6	14 Years	10th Dec., 1963	7 10 0 0	Option of renewal for further term
Union Steam Ship Co. Ltd.	Elevated Gangway and Gear Store	No. 2 Jetty .....	....	Temporary .....	....	280 0 0

XX.—SHIPPING RETURN

Arrivals in the Inner Harbour at the Port of Lyttelton during the 72 Years and 9 Months ended 30th September, 1960, respectively.

YEAR	COASTAL		INTERCOLONIAL		FOREIGN		TOTAL	
	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net
1888	1,402	238,382	215	215,540	83	148,765	1,700	602,687
1889	1,433	249,848	256	249,931	75	124,172	1,764	623,951
1890	1,334	234,857	216	260,270	84	156,782	1,634	651,909
1891	1,327	246,421	236	256,642	81	189,248	1,644	692,311
1892	1,267	251,649	215	252,693	103	227,632	1,585	731,974
1893	1,178	303,061	224	252,550	88	187,888	1,490	743,499
1894	1,156	336,620	251	273,746	78	191,357	1,485	801,723
1895	1,179	360,830	253	299,904	96	243,502	1,528	904,236
1896	1,199	353,969	248	292,493	83	223,519	1,530	869,981
1897	1,162	407,887	235	300,312	84	228,756	1,481	936,955
1898	1,141	399,992	237	338,501	69	194,178	1,447	932,671
1899	1,145	515,179	243	371,626	107	298,193	1,495	1,184,998
1900	1,084	496,996	212	335,119	102	352,012	1,418	1,184,127
1901	1,088	614,480	267	425,578	128	407,313	1,483	1,447,371
1902	1,194	673,098	258	420,488	114	401,379	1,566	1,494,965
1903	1,167	656,241	254	452,480	124	513,492	1,545	1,622,213
1904	1,218	711,267	241	452,467	125	516,180	1,584	1,679,914
1905	1,310	811,707	237	446,347	126	548,379	1,673	1,806,433
1906	1,324	849,391	253	511,938	136	593,247	1,713	1,954,576
1907	1,226	881,256	235	497,337	127	534,895	1,588	1,913,488
1908	1,274	943,389	251	546,497	142	589,653	1,667	2,079,539
1909	1,453	989,164	223	490,669	157	651,145	1,833	2,130,978
1910	1,841	1,092,016	189	411,844	146	651,499	2,176	2,155,359
1911	1,858	940,149	236	457,981	171	738,921	2,265	2,137,051
1912	1,905	1,004,832	229	512,035	155	728,861	2,289	2,245,728
1913	1,779	922,249	235	549,574	134	596,215	2,148	2,068,038
1914	1,634	939,126	286	605,844	155	650,825	2,075	2,195,795
1915	2,022	951,160	233	454,660	134	564,673	2,389	1,970,493
1916	1,862	837,422	152	289,464	111	506,349	2,125	1,633,235
1917	1,759	743,853	136	254,737	88	404,868	1,983	1,403,458
1918	1,704	737,435	82	147,141	55	244,324	1,841	1,128,900
1919	1,730	764,215	85	161,005	74	352,982	1,889	1,278,202
1920	1,171	749,208	142	259,576	110	521,813	1,423	1,530,579
1921	1,145	693,879	151	220,637	141	602,461	1,437	1,516,977
1922	1,244	733,703	127	192,847	145	699,459	1,516	1,626,009
1923	1,321	832,767	98	179,949	177	837,498	1,596	1,850,214
1924	1,282	814,366	93	187,772	177	865,876	1,552	1,868,014
1925	1,275	857,733	82	164,605	198	899,399	1,555	1,921,737
1926*	1,017	697,529	59	131,614	150	704,491	1,226	1,533,634
1927	1,363	924,881	72	146,985	175	830,199	1,610	1,902,065
1928	1,378	921,645	49	103,804	183	886,781	1,610	1,912,230
1929	1,368	955,622	57	106,612	185	921,337	1,610	1,983,571
1930	1,427	942,448	55	110,911	191	976,821	1,673	2,030,180
1931	1,239	914,248	57	93,216	179	927,528	1,475	1,934,992
1932	1,103	1,001,392	57	68,419	157	825,197	1,317	1,895,008
1933	1,112	1,023,694	61	69,885	176	910,370	1,349	2,003,949
1934	1,212	1,036,187	63	78,103	166	829,162	1,441	1,943,952
1935	1,173	1,000,147	79	116,162	173	896,553	1,425	2,012,862
1936	1,369	986,360	71	118,290	195	987,830	1,635	2,092,480
1937	1,346	1,012,903	73	131,963	203	1,044,582	1,622	2,189,448
1938	1,228	1,020,109	67	119,995	210	1,071,049	1,505	2,211,153
1939	1,235	1,027,166	67	120,904	197	1,005,427	1,499	2,153,497
1940	1,105	1,013,779	61	90,516	150	823,511	1,316	1,927,806
1941	989	930,507	48	65,366	86	403,674	1,123	1,399,547
1942	811	801,012	41	63,388	82	421,460	934	1,285,860
1943	717	817,374	44	63,337	98	440,596	859	1,321,307
1944	652	796,580	32	42,370	87	385,877	771	1,224,827
1945	655	807,806	32	45,437	70	348,190	757	1,201,433
1946	595	718,810	29	40,872	123	656,864	747	1,416,546
1947	644	982,387	26	34,196	153	757,791	823	1,774,374
1948	608	1,053,938	22	29,003	166	799,779	796	1,882,720
1949	687	1,065,065	31	39,484	165	798,429	883	1,902,978
1950	670	1,066,088	26	32,977	178	862,176	874	1,961,241
1951	555	971,630	17	19,106	161	789,276	733	1,780,012
1952	684	1,121,891	32	45,203	227	1,115,425	943	2,282,519
1953	825	1,144,060	57	93,586	190	926,716	1,072	2,164,362
1954	835	1,325,438	62	104,623	211	1,083,405	1,108	2,513,466
1955	802	1,293,426	66	114,029	215	1,060,758	1,083	2,468,213
1956	798	1,287,833	79	131,187	257	1,306,839	1,134	2,725,859
1957	803	1,280,976	77	130,423	251	1,256,709	1,131	2,668,108
1958	857	1,301,533	83	143,004	291	1,410,720	1,231	2,855,257
1959	896	1,327,325	81	123,077	320	1,538,896	1,297	2,989,298
1960	856	1,294,161	72	116,911	351	1,693,420	1,279	3,104,492

* 9 Months. Exclusive of H.M. Warships and Transports, Survey and Exploration Vessels.

XXI.—Port of Lyttelton—Tonnage Statistics of Cargo Passing over Wharves during Twelve Months ended 30th September, 1960.

NATURE OF CARGO	DETAILS OF TONNAGE						CLASSIFIED TOTALS OF TONNAGE				
	Inwards		Transshipments			Totals for Twelve Months	Total Coastal In and Out	Total Overseas In and Out	Total Inwards Tonnage	Total Outwards Tonnage	Total Trans.
	Coastal	Overseas	Coastal to Coastal	Overseas to Coastal	Coastal to Overseas						
						Tons	Tons	Tons	Tons	Tons	Tons
Beans and Peas	110	23	...	...	...	11,279	1,490	9,789	133	11,146	...
Butter	2,596	...	...	...	...	2,943	2,597	346	2,596	347	...
Bitumen	...	13,120	...	...	...	13,120	...	13,120	13,120	...	...
Cement	12	466	...	...	...	502	36	466	478	24	...
Cereals	14	441	...	...	...	5,367	4,926	441	455	4,912	...
Chaff	...	...	...	...	...	751	751	...	...	751	...
Cheese	13	...	...	...	...	837	91	746	13	824	...
Coal	...	...	...	...	...	146	145	1	...	146	...
Coke	...	...	...	...	...	2,480	2,480	...	...	2,480	...
Fish	20	...	...	...	...	1,631	684	947	20	1,611	...
Flour	43	...	...	...	...	13,206	13,198	8	49	13,157	...
Fruit, Preserved	121	6	...	...	...	2,719	138	2,580	2,701	17	...
Fruit, Fresh	2,462	2,580	...	...	...	34,783	3,343	31,433	33,377	1,399	...
Fruit, Fresh	2,462	30,915	...	...	...	37,866	25,609	12,257	13,907	23,959	...
Grain	1,650	12,257	...	...	...	3,063	1,156	1,907	2,050	1,013	...
Hemp	168	1,882	...	...	...	8,800	359	8,441	351	8,449	...
Hides	305	46	...	...	...	89	89	...	9	80	...
Honey	9	...	...	...	...	55,133	3,593	51,222	43,658	11,157	318
Iron	2,437	41,221	1	317	...	65	...	65	65	...	...
Lime	...	65	...	...	...	2,145	...	...	...	...	...
Live Stock	1,413	5	...	...	...	8,881	2,139	6	1,418	727	...
Machinery	1,431	...	...	...	...	64	2,883	5,973	7,340	1,516	25
Manures	83	5,909	...	...	...	376	625	65,913	65,620	918	...
Meat, Frozen	511	65,537	...	...	...	49,088	1,170	49,088	511	49,747	...
Meat, Preserved	...	...	...	...	...	554	1,975	554	1,809	720	...
Milk Products	1,809	...	...	...	...	1,324	804	520	803	521	...
Motor Spirits	803	...	...	...	...	176,094	17,922	158,172	160,724	15,370	...
Motor Vehicles	3,204	157,520	...	...	...	258,146	234,513	23,482	150,732	107,263	151
Motor Vehicles	127,399	23,333	...	...	...	105,817	14,820	90,997	91,685	14,132	...
Oil	1,115	90,570	...	...	...	13,705	305	19,978	19,483	459	36
Paper	9,259	10,224	...	...	...	154	24,438	9,564	23	24,787	...
Potatoes	23	...	...	...	...	24,810	24,461	349	216	6,670	9
Seeds	43	173	...	...	...	6,895	1,596	5,290	216	6,670	...
Sugar	14,334	1	...	...	...	14,346	14,345	1	14,335	11	...
Tallow	3	...	...	...	...	10,552	71	10,481	3	10,549	...
Hardwoods	40	...	...	...	...	8,632	53	8,567	8,607	13	12
Softwoods	165	4,596	...	...	...	5,630	780	4,833	4,761	852	17
Beer, Wines, etc.	4,150	2,031	...	...	...	6,655	4,392	2,263	6,181	474	...
Wood Pulp	...	...	...	...	...	...	...	...	...	...	...
Wool	1,521	208	...	...	...	31,986	1,955	30,031	1,729	30,257	...
Wool	115,545	127,152	46	636	2	335,491	200,197	134,610	242,697	92,110	684
TOTALS	292,811	598,848	63	1,195	2	1,331,487	594,950	735,277	891,659	438,568	1,260

Total Tonnage handled at the Port of Lyttelton during the Twelve Months ending 30th September, 1960, 1,331,487 tons; 1959, 1,332,805 tons; 1958, 1,414,373 tons; 1957, 1,437,121 tons; 1956, 1,362,661 tons.

XXII.—COMPARATIVE TONNAGE STATISTICS OF CARGO PASSING OVER THE WHARVES AT LYTTTELTON

For the 38 Years and Nine Months ended 30th September, 1960.

YEAR	INWARDS		OUTWARDS		TRAN- SHIPMENTS	TOTAL
	Coastal	Overseas	Coastal	Overseas		
1877 to 1921	not available					
1922	203,125	218,207	149,687	85,192	2,210	658,421
1923	211,678	244,084	176,188	57,798	2,008	691,756
1924	154,692	342,007	150,371	56,160	1,948	705,178
1925	152,131	343,555	163,308	64,965	3,016	726,975
1926						
(9 months)	121,869	236,002	121,389	66,769	2,082	548,111
1927	157,919	282,188	178,326	75,152	2,647	696,232
1928	142,760	258,374	217,569	71,920	645	691,268
1929	167,234	276,806	231,594	68,881	500	745,015
1930	165,531	264,644	224,796	70,628	570	726,169
1931	121,135	194,267	190,060	64,683	1,599	571,744
1932	101,223	157,579	155,762	75,109	1,451	491,124
1933	94,382	174,963	147,370	105,280	1,489	523,484
1934	115,220	179,510	177,603	75,805	1,941	550,079
1935	118,895	223,375	188,540	71,425	2,302	604,537
1936	126,215	260,354	205,010	75,632	2,721	669,932
1937	140,255	304,826	220,919	94,780	2,652	763,432
1938	158,976	314,860	175,551	74,604	3,599	727,590
1939	158,478	310,508	191,475	85,581	3,265	749,307
1940	169,457	228,622	191,932	77,748	2,744	670,503
1941	180,947	213,104	212,019	63,358	1,425	670,853
1942	207,468	163,311	211,443	113,126	3,899	699,247
1943	194,611	132,114	226,715	149,063	327	702,830
1944	181,655	194,798	232,526	115,569	2,404	726,952
1945	172,693	153,168	237,656	93,897	861	658,275
1946	183,508	225,269	225,449	99,583	342	734,151
1947	192,483	268,401	244,727	96,204	834	802,649
1948	187,994	364,741	220,748	130,570	1,005	905,058
1949	200,297	344,065	242,139	107,302	1,633	895,436
1950	191,017	407,198	229,735	101,092	139	929,181
1951	173,139	398,259	230,981	97,562	1,267	901,208
1952	203,666	616,045	262,762	105,662	3,292	1,191,427
1953	200,724	469,315	285,575	91,971	1,532	1,049,117
1954	222,127	487,168	288,078	82,270	2,991	1,082,634
1955	260,212	633,320	306,688	89,419	2,903	1,292,542
1956	271,728	681,051	296,751	111,960	1,171	1,362,661
1957	277,894	712,615	323,207	123,024	381	1,437,121
1958	283,029	688,944	320,391	120,830	1,179	1,414,373
1959	270,837	617,333	319,549	122,582	2,504	1,332,805
1960	292,811	598,848	302,139	136,429	1,260	1,331,487

XXIII.—Analysis of Ordinary Revenue during the year 1960, and the preceding Four Years.

Particulars of Revenue	1960			1959			1958			1957			1956		
	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue
(1) Dues payable by Importers and Exporters:															
On Goods: Wharfage	247,160	382,941	51.82	234,593	255,242	52.63	399,591	259,436	54.95	407,116	229,883	56.13	340,687	229,883	53.22
On Goods: H.I.R.	135,781			131,020	144,349			147,680			110,804			110,804	
(2) Dues payable by Shipping:															
Pilotage and Port Charges	106,891			98,246	92,221			83,169			82,646			82,646	
Towage	27,558			25,103	23,322			20,661			20,350			20,350	
Warps	2,915			2,516	2,549			2,541			2,732			2,732	
Fenders	1,928			1,947	2,125			2,257			2,337			2,337	
Berthage	55,465			52,639	59,964			63,073			54,713			54,713	
Electric Light	12,829			12,509	11,418			10,500			9,672			9,672	
Hire of Electric Cranes	84,328			79,142	78,640			80,180			73,063			73,063	
Hire of Floating Crane	8,859			8,173	13,649			10,077			10,854			10,854	
Ships Lines	3,082			1,367											
Hire of Telephones	964	304,819	41.24	839	933	40.67	284,821	935	39.17	273,393	1,006	37.70	257,373	1,006	40.20
(3) Charges payable by Ships, other than Dues:															
Graving Dock Charges	5,268			6,370	5,070			4,591			4,375			4,375	
Patent Slip Charges	475	5,743	.78	232	291	.95	5,361	282	.74	4,873	494	.67	4,869	494	.76
(4) Miscellaneous Charges payable by Lessees and General Public, etc.:															
Rents	23,543			17,391	13,483			14,385			11,072			11,072	
Storage	1,728			3,405	4,494			6,170			5,846			5,846	
Cool Storage	10,363			9,058	11,268			11,215			11,027			11,027	
Hire of Mobile Crane	7,463			6,222	4,779			6,302			6,790			6,790	
Yacht Moorings, Boat and Watermen's Licenses	608			613	597			588			584			584	
Incidental Receipts	1,826	45,531	6.16	3,246	2,734	5.75	37,355	1,233	5.14	39,893	1,923	5.50	37,242	1,923	5.82
		739,034	100.00			100.00	£727,128		100.00	£725,275		100.00	£640,171		100.00

XXIV.—Particulars relating to the Port of Lyttelton

CANTERBURY, NEW ZEALAND

General.—The Port of Lyttelton is situated on the north-western side of Banks Peninsula, having an opening to the north-east, is the principal seaport of the Provincial District of Canterbury, and is seven miles distant from Christchurch (the principal City) with which it is connected by a line of railway, the Moorhouse Tunnel (a mile and three-quarters in length) being on this section. The Canterbury District is intersected by lines of railway some three hundred and fifty miles in length. The Lyttelton Harbour Board's representation area extends from the Rangitata River south, to the Conway River north, and embraces twenty-one counties, which in turn include the City of Christchurch and six boroughs in the various combined or constituent electoral districts.

The total area represented by the Board is 10,186 square miles, with a population of 260,000 and a capital value of 137 million pounds. Although there are several hundreds of square miles of pastoral country within the representation area, it also includes nearly two million acres of land in cultivation.

NAVIGATION AIDS—

Light Godley Head.—A group flashing white light showing three flashes every 26 seconds visible 24 miles, situated on Godley Head 317 feet above high water, and about 100 feet from the top of the cliff.

A Lighted Whistling Buoy is moored off the entrance to the harbour, in a position ten cables from Godley Head and seven and a-half cables from Adderley Head. The 750-c.p. flashing white light is sixteen feet above water, is visible nine miles in clear weather, and gives a flash every three seconds. The buoy carries a 10-in. wavemotion-actuated air whistle and a diamond shaped radar reflector is mounted on top of the buoy.

Parsons Rock Buoy.—A white and red chequered buoy showing a flashing white light (2 flashes) every 10 seconds, visible $5\frac{1}{2}$ miles, height 9 feet above sea level, and a radar reflector is mounted on the top of the buoy. The buoy is moored 1,380 feet from the centre line of the channel and 1,200 feet from Parsons Reef.

Fog Signals.—The N.Z. Government Marine Department maintains on Godley Head a fog diaphone, sounding one blast every minute (blast 3 secs.), just below the lighthouse on the head and at an elevation of 270 feet.

Signal Station.—A black and white tower on the knuckle of Gladstone Pier 53 feet above high water equipped with flags, 10in. signal day-lamp, aldis lamp, and radio telephone. The call sign is Z.L.H.L. and a listening watch is kept for 15 minutes at each and every hour.

Inner Harbour.—The Harbour Board maintains on the small lighthouse situated at the end of the eastern mole at the inner harbour entrance, an electrically-operated fog bell ringing every 20 secs. (bell 5 secs). The sound is muffled in the inner harbour from 170 deg. to 286 deg.

Fog Signal on Sticking Point.—An electrically-operated fog-signal sounding a low note every 30 seconds—thus: sound 5 seconds, silence 25 seconds. The horn will sound into the harbour in a south-easterly direction.

Beacon Lights for Marking the Dredged Channel.—Two beacons with automatic flashing lights have been erected for leading lights as a guide to enable deep draught ships to keep in the dredged channel. The front beacon is about three cables off the harbour entrance in sixteen feet of water, and the rear beacon (which is higher than the front one) is on Shag Reef. A flashing red light every one and a-half seconds (flash $\frac{1}{2}$ sec., eclipse 1 sec.) is shown from the front beacon and a white flashing light every five seconds (flash 2 secs., eclipse 3 secs.) from the rear beacon. These beacons, in line with one another, at $260\frac{1}{2}$ degrees, mark the centre of the dredged channel. Two small beacons, in line 302 degrees, and each exhibiting a fixed triangular neon sign, are situated on Naval Point reclamation to indicate when to turn up towards the inner harbour entrance. The turning point is also indicated at night by a fixed red light showing on the eastern breakwater and bearing 318 degrees.

Navigation Lights.—Camp Bay.—Two fixed red lights, in line $195\frac{1}{2}$ degrees, to facilitate night navigation and anchoring, are situated in Camp Bay.

Inner Harbour and Breakwaters.—The breakwaters are formed of rubble stone blasted from the quarries at Naval and Officers' Points, and deposited on the respective sites. The outer slopes of both breakwaters are protected or faced with large blocks of stone. The Officers' Point or eastern breakwater is some 2,010 feet in length with a width of forty feet on the top and having an elevation of six feet above high-water spring-tide. This breakwater has also a timber breastwork built along its inner face for its entire length—known as Gladstone Pier—and the outer face is protected by a reinforced concrete parapet wall two feet six inches high, with a concrete pathway or promenade five feet wide on the inside. The Naval Point or western breakwater was formerly 1,400 feet in length, but is now almost entirely incorporated with the reclamation area, which abuts on to its southern face. Along its northern or inner harbour face are breastwork wharves providing berthage for vessels carrying fuel oils in bulk in connection with adjoining sites for oil storage in bulk.

Water Area Enclosed.—The area of water enclosed within the breakwaters is approximately one hundred and six acres.

The Depth of Water and Berthage in Inner Harbour.—The present depth of water inside the breakwaters, and at the various wharves, varies from 20 feet to 38 feet at low tide. A channel has been dredged from the outer harbour to the entrance between the moles to a depth of $32\frac{3}{4}$ feet at low tide. The range of the tide is about $6\frac{1}{2}$ feet spring tides, $4\frac{1}{2}$ feet neap tides. The total berthage accommodation served by railway is over 12,000 feet.

Overseas Steamers' Berths and Telephones.—Overseas steamers berth at the Gladstone Pier, No. 1 breastwork, Nos. 2, 3, 4, 6 and 7 wharves. Vessels load and discharge inflammable or fuel oil in bulk at the oil tankers' wharf, Naval Point. Ships' Telephones connected with the public automatic telephone exchange are available at the main wharves.

Lyttelton-Wellington Steamer Express Service.—No. 2 Wharf, which has been the Lyttelton-Wellington steamer express berth for many years, accommodates the full length of the Invercargill-Dunedin-Christchurch express train. The N.Z. Government Railways and Union Steam Ship Coy. Ltd. provide ticket boxes on the jetty for the sale of railway and Wellington steamer express tickets respectively. A public "slot" telephone is also available.

A covered passenger platform has been constructed on this jetty, and provides direct access from the train to steamer's gangway and vice versa.

A special passenger train runs between the No. 2 wharf and Christchurch direct on arrival and departure of the Lyttelton-Wellington steamer express. Facilities are provided at this berth for passengers' motor-cars being driven to and from the ship's side, and landed or shipped by the steamer express.

Fire Prevention and Fresh Water.—To guard against damage from fire and to supply the shipping, the whole of the wharves are supplied with water under high pressure from the Lyttelton Borough Council's main, and in addition, the Board's Tugs and Grab Dredge are each fitted with powerful steam fire-pumps and "Foamite" oil-fire plant. Fresh water for vessel's use is supplied by the Lyttelton Borough Council, at 5/- per 1,000 gallons.

Harbour Charges at Lyttelton:

Graving Dock Charges:—For all vessels up to 300 tons £32, 301 to 400 tons £39, 401 to 700 tons £46, 701 to 800 tons £53, 801 to 900 tons £62, 901 to 1000 tons £67, 1001 to 1100 tons £71, 1101 to 1200 tons £80, 1201 to 2000 tons £89, 2001 to 3000 tons £98, 3001 to 4000 tons £107, 4001 to 5000 tons £115; and four clear days are given in dock in all cases. The Board finds dock and machinery, but takes no responsibility.

Patent Slip.—A Patent Slip, capable of taking up a 250 ton vessel, has also been provided by the Harbour Board. Charges for use of the Slip:—

Up to 25 tons gross register, £10 for any period up to five days, and 30s. per day after the fifth day.

Over 25 tons and up to 75 tons gross register, £12 10s. for any period up to five days, and 30s. per day after the fifth day.

Over 75 tons and up to 150 tons, gross register, £15 for any period up to five days, and 30s. per day after the fifth day.

Over 150 tons and up to 250 tons, gross register, £20 for any period up to five days, and 30s. per day after the fifth day.

Thirty-three and one-third per cent. reduction on the above scale of charges will be allowed when, subject to the approval of the Harbourmaster, two or three vessels, other than those belonging to the Board, are placed on the Patent Slip and hauled up together, and remain on the Patent Slip the same number of hours.

The above rates cover the cost of all labour connected with hauling up and launching (the crew of the vessel to give their assistance as may be required); and the cost of blocking a vessel and shifting the blocks after hauling up, during ordinary working hours.

Wharfage Dues (payable by the Importers and Exporters of goods)—

General Merchandise: $\frac{3}{7}$ per ton (by weight or measurement).

Wool, $\frac{3}{7}$ per bale.

Timber, 9d. per hundred feet super.

Crude Petroleum and Kindred Oils in bulk: $\frac{3}{7}$ per ton inwards, $\frac{2}{3}$ per ton outwards of 250 gallons.

Goods re-shipped within six months are free of outward wharfage on declaration.

Harbour Improvement Rate totalling $\frac{2}{3}$ per ton is payable on all goods passing over the wharves in addition to the above wharfage charges.

Pilotage Dues.—On all vessels over 100 tons net register, 3½d. per ton inwards, and 3½d. per ton outwards.

Pilotage.—Charge when the services of a Pilot are used to move vessels from berth to berth or to and from Graving Dock:—For vessels up to 2000 tons gross—£4 10s.; rising to £15 for a 6000 ton vessel.

Port Charges.—6d. per ton net register, provided that such charge shall not exceed eighteen pence a ton half-yearly.

Berthage Charges.—1½d. per ton net register per day while a vessel remains in the Inner Harbour of the Port of Lyttelton, unless laid up or undergoing repairs or overhaul, when the Berthage Charge is ½d. per ton per day. Sundays and holidays exempt unless cargo or passengers taken on board or landed.

Towage Fees.—For the services of the Tug shifting or being in attendance on overseas' steamers when entering or leaving the Inner Harbour or to and from the Dock, each way, £15 per hour or part of an hour during ordinary working hours. Outside ordinary working hours the overtime of the officers and crew will be charged for in addition to the above rate.

Coir Springs.—For each Spring for first three days, £1 15s. 6d.; for each Spring for each day after three days, 6/-.

Wood Fenders.—£1 5s. 0d. for first day, with 15/- for each succeeding day for round Softwood Fenders used by each vessel at any wharf. For the hire of special rectangular solid floating Fenders up to four in number the charge is Eight Pound Fifteen Shillings (£8 15s. 0d.) for a period not exceeding four days; after four days the charge is 10/- per Fender per day.

Floating Crane.—The Board's self-propelled 80-ton Floating Crane "Rapaki" is available for heavy lifts. The charges are: £25 for the first hour or part hour, and £12 15s. 0d. for each subsequent hour or part hour, during ordinary working hours; or at the option of the Board, 17/- per ton for lifts of 25 tons or over; with a minimum charge in the latter case of £20, slings and shackles extra. Outside ordinary working hours overtime will be charged in addition to the above rates.

Hire of 3-ton and 5-ton Electric Cranes.—3-ton and 5-ton electric wharf cranes are available on all main wharves for hire on the conditions set out in the Board's By-laws. The present charge for the use of a crane is £1-3-9 per hour or part of an hour plus driver's wages, with an extra charge of 5½d. or 8d. per hour when bulk cargo is being worked with grabs.

Special Grabs for use with electric cranes for working bulk cargoes are supplied at 13s. 4d. per grab per hour; minimum one hour.

Telephones.—10/- per telephone per day with a minimum charge of £1.

Wharf Lighting.—The Wharves and Railway Yards are well lighted by electric lamps. Connections are also provided for temporary lighting on board ships for working cargo, etc. Equipment and electric current is supplied by the Board at the undermentioned rates:

Electric Wharf Lights.

Application for the use of special electric lights shall be made on forms supplied at the Electric Light Station not later than 4 p.m. on the day on which the light is required.

The charge for each 2,000 candle power light shall be:

From dark until sunrise, 5s. per hour.

Electric Cargo Lights on Board Vessels.

- (1) For hire of Main Cables, Clusters and Flexes for any one vessel: five shillings per day or part of a day.
- (2) For supply of electric current: one shilling per Lamp-Cluster per hour.

The time for supply of electric current is calculated from the time the distribution board leaves the Electric Light Station to the time it is returned. The minimum to be charged for any one day shall be one hour.

Electric Cranes and Capstans.—The Gladstone Pier, No. 1 Breastwork, and Wharves Nos. 2, 3, 6 and 7 are equipped with 5-ton and 3-ton electric cranes. All wharves are fitted with electric capstans.

Railway Lines on Wharves.—The whole of the main wharves have lines of rails laid down upon them connected to the railway system of the Dominion, and goods are landed or shipped direct into or from railway trucks, being hauled thence direct to Christchurch or country stations, or vice versa. Extensive storage accommodation for primary products is also provided adjacent to the wharves, and the Port is well provided with privately owned wool dumping stores.

Cool and Freezing Chambers for Dairy Produce. The Harbour Board has cool and freezing chambers near No. 7 wharf, built chiefly for the accommodation of butter and cheese to be graded and stored for export. The building is divided into ten separate compartments—seven of 85 tons capacity each and two of 35 tons capacity, with grading and testing rooms for the use of the Government dairy produce graders. The chambers may be used independently of each other for cool storage or freezing chambers as required. There are also special chambers for the cool storage of cheese, with a total capacity of 5,700 crates. Two additional cheese chambers were provided at No. 1A Store in 1937, to accommodate 7,400 crates of cheese.

Since "The Dairy Industry Act" came into force on the 29th November, 1894, dairy produce for export from Lyttelton has passed through the Board's cool stores for inspection and grading by the Government Inspector prior to shipment.

Grain Storage in Lyttelton.—Provision has been made by the Board for the storage of grain and agricultural produce in Lyttelton at reasonable rates. The Board has storage space in No. 1, No. 1A and No. 5 stores for 18,000 tons of produce.

Graving Dock.—The Graving Dock is capable of docking a vessel 462 feet by 54 feet beam and 18 feet draught. The general dimensions of the Dock are as follows:—

Length on Floor	450	feet
Length on Top	481½	"
Width on Floor	46	"
Width on Top	82	"
Width of Entrance	62	"
Width where Ship's Bilge should be.....	54½	"
Depth on Sill at High Water	23	"

Tug Service.—The Harbour Board maintains a powerful twin-screw steam tug, which is open for engagement by vessels requiring her services outside the Heads as well as in the Harbour. A second steam tug may be made available at short notice. The day signal for the tug is Flags YA International Code, and as a continuous watch is always kept at the Signal Station at Gladstone Pier, vessels making this signal can be seen.

Bunkering Services for Coal and Oil. A coal bunkering service is maintained in the Port by the State Coal Department, and fuel for bunkers is obtainable at the Board's Oil Wharf and Cattle Jetty at Naval Point (Western Mole), which is served from the neighbouring Oil Companies' installations.

Statistics.—For the year ended 30th September, 1960, the revenue of the Board was £740,000. During the same period 1,279 vessels entered the port representing 3,104,492 tons net register, while the tonnage of cargo passing over the wharves was 1,331,487 tons.

Constitution of Board.—Eighty-three years ago the Lyttelton Harbour Board was constituted. The present Members of the Board are: A. A. Macfarlane, D.F.C., J.P. (Chairman), W. F. McArthur, J.P. (Deputy-Chairman), F. W. Freeman, O.B.E., J.P.; W. S. MacGibbon, O.B.E., A.P.A.N.Z., J.P.; G. Manning, C.M.G., M.A., Dip.Soc.Sci., J.P.; F. I. Sutton, C. W. Tyler, O.B.E., J.P.; J. Brand, L. G. Amos, J.P.; R. T. McMillan; W. B. Laing, J.P.; E. Brophy, A.P.A.N.Z.; W. P. Glue, O.B.E.

Officers of Board.—Secretary-Manager and Chief Executive Officer: A. L. Burk, F.I.A.O., J.P.; Accountant, A. J. Sowden, A.R.A.N.Z.; Chief Engineer, J. A. Cashin, M.I.C.E., M.I.Mech.E., Harbour-master and Chief Pilot, Captain A. R. Champion.

Harbour Board Offices.—Port Building, 297 Madras Street, Christchurch and Norwich Quay, Lyttelton.

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1958/59

Lyttelton Harbour Board

NEW ZEALAND

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AND

Returns

For the Year Ended 30th September

1959

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MEMBERS LYTTTELTON HARBOUR BOARD

Elected under the provisions of "The Harbours Act, 1950," "The Local Elections and Polls Act, 1925," and Amendments thereof; and under Regulations by His Excellency the Governor-General in Council, in pursuance of the above Acts.

Elected on SATURDAY, 17th NOVEMBER, 1956. HOLD OFFICE FOR THREE YEARS

		Date When First Elected or Appointed.
(1) <i>Principal Authority for conducting the Election:</i> <i>Christchurch City Council.</i>	F. W. FREEMAN, Esq., O.B.E., J.P.	May 1941
Five Members elected by the Electors in the constituent district of the City of Christchurch.	W. S. MacGIBBON, Esq. O.B.E., A.P.A.N.Z., J.P.	May 1941
	G. MANNING, Esq. M.A., Dip.Soc.Sci., J.P.	November 1947
	W. P. GLUE, Esq., O.B.E.	November 1948
	F. I. SUTTON, Esq.	November 1956
(2) <i>Principal Authority for conducting the Election:</i> <i>Kaiapoi Borough Council.</i>		
One Member elected by the Electors in the combined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.	C. W. TYLER, Esq., O.B.E., J.P.	May 1941
(3) <i>Principal Authority for conducting the Election:</i> <i>Lyttelton Borough Council.</i>		
One Member representing the Electors in the combined district of the Borough of Lyttelton and the Counties of Akaroa, Wairewa, and Mount Herbert.	W. B. LAING, Esq., J.P.	November 1956
(4) <i>Principal Authority for conducting the Election:</i> <i>Ashburton County Council.</i>		
Two Members elected by the Electors in the combined district of the County of Ashburton and the Borough of Ashburton.	J. BRAND, Esq.	November 1956
	E. C. BATHURST, Esq. O.B.E., J.P.	November 1947
(5) <i>Principal Authority for conducting the Election:</i> <i>Waimairi County Council.</i>		
One Member elected by the Electors in the combined district of the County of Waimairi and the Borough of Riccarton.	L. G. AMOS, Esq., J.P.	November 1956
(6) <i>Principal Authority for conducting the Election:</i> <i>Paparua County Council.</i>		
Two Members elected by the Electors in the combined district of the Counties of Paparua, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote, Selwyn and the Town District of Leeston.	R. T. McMILLAN, Esq.	May 1929
	W. F. McARTHUR, Esq., J.P.	November 1947
(7) <i>Principal Authority for conducting the Election:</i> <i>Waipara County Council.</i>		
One Member elected by the Electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley.	A. A. MACFARLANE, Esq. D.F.C., J.P.	May 1955

Chairman: W. P. GLUE, Esq., O.B.E. Deputy-Chairman: E. C. BATHURST, Esq., O.B.E., J.P.

OFFICERS OF THE BOARD, 1959

Secretary-Manager and Chief Executive Officer: A. L. BURK, F.I.A.O., J.P.

Accountant: A. J. SOWDEN, A.R.A.N.Z.

Chief Engineer: J. A. CASHIN, F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Resident Engineer: A. J. CHARMAN, Assoc.M. Inst. C.E.

Harbour Master and Chief Pilot: CAPTAIN A. R. CHAMPION

Office Manager, Lyttelton: G. C. R. BURNIP

Claims and Industrial Officer: A. E. BENZIE

Bankers to the Board:

BANK OF NEW ZEALAND

Solicitors to the Board:

HARPER, PASCOE, BUCHANAN and PENLINGTON

Harbour Board Office,
Christchurch,
18th December, 1959.

CHAIRMAN'S ANNUAL REPORT

Gentlemen,

I have pleasure in submitting the Eighty-Third Annual Report of the Lyttelton Harbour Board. The Balance Sheet and Statement of Accounts have been completed but have not yet been audited. When the audit is completed and the accounts received from the Controller and Auditor General they will be submitted for your approval in terms of Section 64 of the Harbours Act, 1950.

STATUTORY MEETING

The Statutory Meeting for the adoption of the Accounts for the year ended 30th September, 1958, was held on the 4th day of March, 1959.

ELECTION OF CHAIRMAN

The Annual Statutory Meeting for the Election of Chairman was held on 10th December, 1958, when I had the honour to be re-elected Chairman. Mr. A. A. Macfarlane was elected as Deputy-Chairman.

COMMITTEES AND REPRESENTATIVES ON ALLIED ORGANISATIONS

The following committees and representatives on allied organisations were elected at the Ordinary Monthly Meeting of the Board held on 4th February, 1959:

Staff Committee:

A. A. MACFARLANE
W. F. McARTHUR
C. W. TYLER
W. B. LAING

F. W. FREEMAN
W. S. MacGIBBON
F. I. SUTTON
L. G. AMOS

Accounts Committee:

E. C. BATHURST
A. A. MACFARLANE
F. I. SUTTON

F. W. FREEMAN
W. S. MacGIBBON

Works Committee:

A. A. MACFARLANE
J. BRAND
C. W. TYLER

W. B. LAING
F. I. SUTTON
F. W. FREEMAN

Mr. W. P. GLUE, Chairman, ex officio a member of all Committees.

Board's Representatives on Local Disputes Committee:

W. P. GLUE
A. E. BENZIE

C. W. TYLER

Harbours Association and Industrial Union of Employers:W. P. GLUE
C. W. TYLERA. A. MACFARLANE
F. I. SUTTON**Representatives on Canterbury Progress League:**

W. F. McARTHUR

R. T. McMILLAN

Representative on Canterbury Chamber of Commerce:

F. I. SUTTON

Representative on South Island Publicity Association:

W. S. MacGIBBON

Representative on Regional Planning Authority:

L. G. AMOS

Representative on South Island Local Bodies' Association

W. S. MacGIBBON

FINANCE AND TRADE

The total cargo handled for the year was 1,332,805 tons, as against 1,414,373 tons for the previous year, a decrease of 81,568 tons. This was accounted for as follows:

Decrease in overseas trade	69,859 tons
Decrease in coastal trade	13,034 tons
	82,893 tons
Less: Increase in transhipments	1,325 tons
	81,568 tons

The experience of Lyttelton conforms with that of other ports where the trade is of a similar pattern. There has been a decrease of 104,316 tons over the past two years but this is almost wholly attributable to the drop in overseas imports as the following table relating to overseas trade will disclose:

Year	Inwards	Outwards	Total
1957	712,615 tons	123,024 tons	835,639 tons
1958	688,944 tons	120,830 tons	809,774 tons
1959	617,333 tons	122,582 tons	739,915 tons

From the foregoing it will be noted that our overseas exports are reasonably consistent. The two principal items of exports are meat and wool and the following are the figures in relation to these items for the same three years:

Year	Meat	Wool
1957	37,908 tons	28,474 tons
1958	42,307 tons	26,746 tons
1959	43,362 tons	28,539 tons

The number of vessels arriving and the Net Register Tonnage of the vessels both show an increase over last year, the particulars being as follows:

	1959	1958
Arrivals	1,297	1,231
Net Register Tonnage	2,989,298	2,855,257

PUBLIC DEBT

The Public Debt at 30th September, 1959, was £1,771,540 made up as follows:

	£	£
£300,000 No. 7 Wharf and Breastworks Loan	300,000	
Amount Repaid	94,900	205,100
Port Development Loans	1,029,250	
Amount Repaid	37,510	991,740
£600,000 Dredge Loan	600,000	
Amount Repaid	25,300	574,700
		£1,771,540

NEW DREDGE

On the 11th November, 1958, the tender of Lobnitz & Co. Ltd., of Renfrew, Scotland, in the sum of £620,000 was accepted for a new dredge. Considerable difficulty was experienced in obtaining an Import Licence for the vessel and it was not until the 10th February, 1959, that the necessary permission was granted. While this caused a delay in the commencement of the building programme, work is now well up to schedule. The dredge, which is to be named "Peraki," will be launched by Mrs. G. R. Laking, wife of the Acting High Commissioner for New Zealand, about the end of January, 1960, and should be delivered in Lyttelton towards the end of July, 1960.

QUAYSIDE CRANES

On 6th November, 1957, a tender was let for four quayside cranes. Up to the present the Board has been unsuccessful in obtaining the necessary permit to import the cranes. The question was taken up vigorously by the Harbours Association and I was a member of a deputation which placed the matter before the Minister of Marine. The successful tenderer and the Board's Executive officers continue to press for a more favourable reply.

In addition to these four cranes it will shortly be necessary to call for tenders for the first of the new cranes for the Eastern Extension.

ADMINISTRATION BUILDING

The new Administration Building in Christchurch is now an accomplished fact. In all respects it is a worthy addition to the City of Christchurch and reflects credit on all those associated with its design and construction. Furthermore, it emphasises the important function which the Harbour Board and the port performs in the economy of the nation.

The building was officially opened by the Hon. W. A. Fox, Minister of Marine, on the 21st August, 1959, in the presence of a large and representative gathering comprising Local Body and commercial interests. Also in attendance were representatives from a large number of other Harbour Boards from all parts of New Zealand.

I desire to place on record my appreciation of the generous action of Mr. W. S. MacGibbon, O.B.E., one of our Members and a past Chairman, for his presentation of an excellent painting of the Port of Lyttelton to mark the occasion of the Opening. This painting deservedly occupies a prominent position in the Board Room.

FIRE PROTECTION

In my last report I referred to the fact that the Local Government Commission had issued a finding that the boundaries of the Christchurch United Urban Fire District be extended to include the Borough of Lyttelton. The Lyttelton Borough Council appealed against this Finding and the hearing of the Appeal commenced on 23rd July, 1959. On 24th July, 1959, the Lyttelton Borough Council withdrew their objection unconditionally and on 10th September, 1959, the Local Government Commission promulgated the following Final Scheme:

1. That the Lyttelton Urban Fire Authority be dissolved,
2. That the Lyttelton Urban Fire District be abolished,
3. That the area of Lyttelton Borough be included in the Christchurch Metropolitan United Urban Fire District.

It is expected that the Christchurch Metropolitan Fire Board will assume responsibility for fire protection in the Borough of Lyttelton and Port as from April, 1960.

HARBOUR EXTENSIONS

The work on the Eastern Extension continues to proceed in a satisfactory manner. Details of the various operations are incorporated in the Annual Report of the Engineer-in-Chief. When the new dredge "Peraki" arrives next year it will then be possible to resume double shift working and thus enable the work to be accelerated.

ELEVATED ROADWAY

During the next year a commencement will be made with the construction of an elevated roadway from Norwich Quay to the base of the Inter-Island wharf. This will be an important step, marking as it does, the first move for proper road access to the Inner Harbour. Furthermore, it will eliminate the hazard at present created by having to cross the railway lines and will thus be an advantage to vehicular and pedestrian traffic alike.

TUNNEL ROAD

I desire to place on record my disappointment at the action of the Local Authorities Loans' Board in deferring the loan application of the Christchurch-Lyttelton Road Tunnel Authority. The facts are too well-known to require recapitulation in this report, except to state that the harbour extension and the road tunnel projects must proceed simultaneously if the optimum of efficiency in port operation is to be attained. It is to be hoped that at the next meeting of the Loans' Board the application will be granted.

TRANSPORTATION OF CARGO IN CONTAINERS

An important step was taken during the year by coastal shipping companies providing containers for the transportation of cargo. This is in line with the practice followed by companies overseas and is proving of great benefit both to shipping companies and to consignees.

For many years companies and private individuals have used containers for their purposes but the provision by shipping companies will enable a number of consignees to use the same container. Lengthy discussions took place between a committee of the Harbours Association and the New Zealand Shipowners' Federation on rates and charges. I am pleased to report that an agreement has been reached which it is considered will give a fair return both to the Shipping Companies and Harbour Boards.

WHARFAGE CHARGES ON OWNER-DRIVEN MOTOR VEHICLES

A source of considerable irritation over many years to drivers of owner-driven vehicles on the Inter-Island vessels has been the collection of wharfage at the ports of Lyttelton, Wellington and Picton. Some considerable time ago it was suggested that wharfage should be incorporated in the freight charges. At that time the shipping company concerned was not agreeable to the proposal and there was also a lack of agreement between the three ports.

I am pleased to report, therefore, that as a result of recent discussions between representatives of the ports and the shipping company that an all-inclusive rate for freight and wharfage has been agreed upon and the shipping company remits the freight (less the collection commission) to the Harbour Boards monthly. This is a most satisfactory arrangement for this Board and doubtless gives equal satisfaction to the 25,000 motorists who use the Steamer-Express yearly.

OBITUARY

During the past year the Napier Harbour Board mourned the passing of its Chairman, Mr. P. F. Higgins. Mr. Higgins was also a Vice-President of the Harbours Association of New Zealand and rendered valuable service in this capacity over a long term of years.

STAFF RETIREMENTS

During the year Capt. S. E. Martin of the Dredge "Canterbury" and the Mr. S. E. Buchanan, Chief Engineer on Tug "Lyttelton II" and Mr. J. W. Cable of the Works Department retired. All the foregoing had lengthy and creditable service in the Lyttelton Harbour Board.

CONCLUSION

The past year has been an important one in the history of the Board. Apart from the ordinary activities of the Port, the work of the Major Development Scheme has proceeded satisfactorily and a new building has been completed in Christchurch. A new building will arise shortly in Lyttelton which will be a credit to the Port and the Borough. These achievements would not have been possible without the co-operation and assistance of my fellow Members, Executive Officers and all members of the staff and to all these I express my sincere thanks.

Yours faithfully,

W. P. GLUE, Chairman.

Engineer's Office,
Lyttelton Harbour Board,
Christchurch,
15th December, 1959.

ANNUAL REPORT OF ENGINEER-IN-CHIEF FOR 1959

The Chairman,
Lyttelton Harbour Board, Christchurch.
Dear Sir,

I have the honour to present the following report on the work of the Engineer's Department for the year ended 30th September, 1959.

DREDGING

During the year the suction dredger "Canterbury" was engaged in maintaining the entrance channel, the channel turn and on new harbour works.

Soundings taken in September indicated that the minimum depth of water recorded on the line of beacons in the channel turn was 34 feet, while on the centre-line of the channel the minimum depth was 32½ feet below the zero of the harbour tide gauge.

The total output of the dredger during the year amounted to 1,523,275 tons of spoil, of which 807,170 tons were removed from the channel and channel turn and 716,105 tons from the vicinity of the New Works.

The total cost including repairs and additions but not interest and depreciation amounts to 10.6 pence per ton, made up of dredging 2.2 pence per ton and depositing 8.4 pence per ton.

Double shift working was commenced on 6th April, the day and night shifts being utilised for New Works and channel maintenance dredging respectively.

The dredger was laid up for annual overhaul and survey on 22nd October and was docked from 10th November until 11th December. She was returned to the dock from 15th to 19th December for attention to some leaking rivets. On completion of the survey dredging was resumed on 29th January.

"Canterbury" was docked for half-yearly cleaning and painting from 23rd April to 1st May and for one day, 12th June, for attention to a hopper door.

At the annual overhaul the principal repairs were to dredging pipes which were badly scoured, to boilers, dredging pumps and hopper doors. In addition over 400 square feet of plating was renewed in the hull, deck and bulkheads.

The grab dredger "Te Whaka" has throughout the year been engaged in dredging the berths in the Inner Harbour and has carried out other services as required.

The total quantity of spoil removed amounted to 40,600 tons, most of which was deposited in Camp Bay.

"Te Whaka" was docked for half-yearly cleaning and painting from 31st March to 3rd April and was laid up on 29th June for annual overhaul and survey, dredging being resumed on 17th August. The dredger was in dock from 1st July until 5th August. Hull plating was renewed over an area of 133 square feet.

TUGS "LYTTELTON" AND "LYTTELTON II."

"LYTTELTON"

The uncompleted overhaul referred to in the last annual report was concluded in December. The tug was docked twice, as opportunity offered, from 22nd October until 7th November and from 10th November until 11th December, during which periods 386 square feet of hull plating was renewed.

The annual survey for the current year was put in hand on 16th May, the tug docked on 25th May and refloated on 1st July, 310 square feet of plating having been renewed.

"LYTTELTON II"

The annual survey was put in hand and the tug docked on 11th February. On completion of hull repairs the vessel was floated out of dock on 10th March and put into commission on 14th April. An area of 350 square yards of the hull was sand blasted and 13 frames in the bunkers were renewed. The tug was laid up for half-yearly docking and boiler cleaning on 30th September and docked on 1st October, 1959.

CRANESHIP "RAPAKI"

"Rapaki" was docked for annual survey from 2nd to 10th February. No major repairs were necessary. An area of 112 square yards of the hull was wet-sand blasted.

LAUNCHES AND OTHER FLOATING PLANT

The pilot launch "Wairangi" was slipped for annual survey from 20th to 28th October and again for half-yearly cleaning and painting from 9th to 11th June. The hull and machinery were in good order and required no major repairs.

The works and survey launch "Ruahine" received its annual overhaul and survey in January, commencing on the 5th and returning to service on the 14th. "Ruahine" was slipped from 9th to 11th June to clean and paint the hull.

The works launch "Orari" received its annual survey in November. Some repairs were made to the hull and the engine was thoroughly overhauled. "Orari" was slipped from 30th May until 8th June for half-yearly cleaning and painting.

The floating pile driving plant was slipped for annual overhaul from 22nd December until 7th January. Routine repairs only were required. The New Works pontoon was slipped for inspection and painting from 30th May to 8th June.

WHARF CONSTRUCTION AND MAINTENANCE

No. 1 JETTY:

The reconstruction of this jetty proceeded until completion in February. Three sets of landing stairs were provided on the western side for the berthage of the Pilot Cutter "Wairangi" and the launches "Ruahine" and "Orari."

A building having a total floor area of 2,484 square feet was erected to accommodate the boatmen of the Harbourmaster's staff, salvage gear, launch gear, etc., and space for a battery charging room. Construction of this building was started in April and finished in July.

No. 3 JETTY EAST:

Repairs were put in hand in September; 12 bearing piles and 3 mooring piles were replaced. Some 3,500 square feet of decking was lifted to enable the Railways Department to proceed with track renewals.

No. 6 JETTY:

The eastern side of this jetty was put out of commission for repair in March. The principal replacements were 18 bearing piles, 1 cap, 98 beams and the renewal of 10,663 square feet of lower decking and 10,257 square feet of top decking. The wharf crane girder was sand blasted and strengthened to compensate for normal deterioration due to age. The truck traverser was removed and the well flush decked. Three sets of railway stop blocks were built. Two electric cranes were placed on other berths before reconstruction and returned in September.

No. 6 JETTY WEST:

Repair was commenced in September, 1958, and was completed in February. The principal replacements were 42 bearing piles, 31 beams, 219 feet of kerbing, 25 chafing plates, 4,290 square feet of lower decking and 12,120 square feet of top decking. The railway tracks were renewed throughout and the crane girder sand blasted and strengthened as found necessary. New crane rails were laid, the traverser removed and the well flush decked. Three sets of railway stop blocks were built on behalf of the Railways Department.

DOCK CAISSON JETTY:

The demolition of the old jetty was put in hand in February and the construction of a new jetty, 80 feet longer than the original structure, was almost completed in September. Owing to the necessity to divert labour elsewhere, work here was suspended from May to August.

CATTLE JETTY:

For some time this old structure had been used by small ships taking oil fuel. However, the central portion had deteriorated to such a degree that repairs became necessary and these were put in hand in May. The principal items involved in the restoration included 24 piles, 184 feet of pile caps, 32 beams, 8 camp-sheares and 2,643 square feet of decking.

GLADSTONE PIER:

The repair of the main berth was resumed in August. The principal items renewed being 10 piles, 1 beam and 5 camp-sheares, 120 feet of kerbing and 566 square feet of decking. A flight of landing stairs was rebuilt. The completion of this work in September concluded the repair of the entire wharf over a length of 1,090 feet.

MISCELLANEOUS WHARF REPAIRS:

Late in December, No. 1 Breastwork received a blow from U.S.S. Icebreaker "Glacier." The entire crane girder was disturbed and over a length of 338 feet was pulled right out, 4 girders being badly bent.

The renewal of one length of cap timber, 4 beams, 2 camp-sheares, 1 fender and 767 square feet of decking, together with the re-laying of the crane girders and severed railway track was completed in January.

At Gladstone Pier west 1 pile was replaced and 8 hanging renders re-fastened. At No. 2 Jetty 8 raking piles were re-fastened and some attention given to decking on the railway platform.

At the Oil Wharf a camp-sheare damaged by a ship was renewed.

OUTLYING JETTIES:

Diamond Harbour.—Concrete and new sill timbers were placed under three piers at the inshore end of the jetty and new hardwood posts fitted to replace those weakened by decay. The lower half of the main landing stairs was rebuilt, repairs made to fendering, hand-rails and shelters. Wharf decking was renewed over an area of 462 square feet. A diving platform was built in Diamond Bay.

Port Levy.—The repairs in hand last year were finished in October on completion of the two buildings and the renewal of 280 square feet of decking on the jetty.

Governors' Bay.—Some repairs were made to hand-rails, landing steps and decking.

Naval Point Reclamation and Breakwater.—Near the Cattle Jetty the breakwater was lowered by 3 feet over a length of 100 feet to form an area from which fire engines could conveniently pump sea water. Some 12 cubic yards of hardfill and 66 cubic yards of rubble were placed in the reclamation wall to replenish sections disturbed by wave action. In addition 1,210 cubic yards of hardfill was spread in connection with provision of a site for bitumen imports. A railway siding serving timber storage areas was extended by 550 feet.

ELECTRIC CRANES, CAPSTANS, MOBILE CRANES AND PLANT

One 5-ton Wellman crane from No. 6 Jetty received a complete overhaul. Structural steel members carrying the moving ballast were renewed on all 10 Clyde cranes. One Arrol 5-ton crane was converted from electric to manual grab control as a safety measure. The remaining three Arrol cranes are to be similarly altered now that the conversion has been proved to be satisfactory.

Two mobile cranes, two air compressors and three electric capstans were overhauled and routine maintenance was carried out on all electric cranes and mobile plant. The earthing pipes of the crane electrical reticulation were renewed.

Throughout the year the average number of electric cranes engaged at 8 a.m. on working days was 18.8.

GRAVING DOCK AND SLIPWAY

The main pumping units and the drainage pump were removed from their wells, inspected and normal maintenance repairs made to bearings. The operating mechanism of the dock flood gate was inspected, overhauled and new hardwood facings fitted.

The entire underwater structure of the slipway was inspected by aqualung divers and found to be in good order. The haulage machinery is also in good condition.

BUILDINGS

No. 2 Store.—The concreting of the floor was completed, an electric capstan installed and some alterations made to one of the loading platforms.

All dockside buildings were painted externally and a room painted and equipped with lockers for staff working in the vicinity. The Customs Department office was redecorated internally.

Cool Store.—Both ammonia condensers were inspected and overhauled, No. 2 condenser being re-tubed. Compressors and pumps were maintained in good order. Substantial renewals were made to roof sheeting during the year and some repairs made to an air trunkway and to insulated doors.

AIDS TO NAVIGATION

The A.G.A. whistling and flashing buoy was removed from its station at the harbour entrance on 25th February for annual overhaul which included the renewal of the timber fender ring. The buoy was returned to its station on 19th March. The overhaul of the Chance-Londex electric flashing buoy was put in hand at this date and on completion it was placed on its normal station at Parson Rock on 15th April.

The power line to the fog signal at Sticking Point was extended and the signal unit re-located to suit the advance of the New Works.

MISCELLANEOUS

The construction of a road from Godley Quay to the New Zealand Shipping Company's wool store was completed in October and sealing was completed early in January.

EASTERN EXTENSION

The programme of sea-bed investigation for foundation design continued throughout the year. Two additional sites were investigated.

The quarry at Quarry Point was extended westward to Sticking Point and the following material was quarried and used for reclamation and roadway:

Rubble and hardfill.	243,000 cu. yds.
"B" class facing stone.	54,000 "
"A" class facing stone.	10,000 "

As the proportion of facing stone to total material quarried at this quarry was inadequate it was necessary in November to open up a second quarry in hard rock at Gollans Valley below Evans Pass and the following material was loaded out from this quarry:

Rubble and hardfill.	75,000 cu. yds.
"B" class facing stone.	42,000 "
"A" class facing stone.	7,000 "

The total stone from both quarries to date (30th September, 1959) was 931,000 cu. yards (loose volume).

Double shift working was not operated during the year.

To provide a supply of crushed metal for roading in the quarry and on the New Works, as well as for concrete aggregate, arrangements were made with Mr. R. H. Blatchford for stone to be crushed on the site; 19,000 cu. yds. of crushed metal were produced.

The following new plant was acquired during the year:

- 1 International T.D.24 Angledozer.
- 1 Caterpillar D6 Angledozer.
- 1 C.P. 210 C.F.M. Compressor.
- 1 C.P. 365 C.F.M. Compressor.
- 1 Allis-Chalmers H.D. 11G Front-end Loader.
- 1 Aveling-Austin 99H Road Grader.
- 3 Euclid Standard-body Trucks.
- 1 Thames 2-ton Truck.

Further plant was hired from time to time as required.

Surcharging was continued at level +25 feet H.D., 39 settlements being promoted. After reaching the root of the breakwater the surcharge was confined to a width of 200 feet along the southern face of the reclamation. To 30th September, 1959, about 9.5 acres had been reclaimed, the southern reclamation wall extending 530 feet from the breakwater.

Drilling through the newly placed fill was carried out at six sites to ascertain the actual depth of penetration.

110 feet of breakwater was constructed to a level of +15 feet H.D.

Dredge "Canterbury" removed 788 loads from the New Works area.

NEW SUCTION DREDGER "PERAKI"

Following some delay concerning an Import Licence the tender of Lobnitz & Co. Ltd., Renfrew, Scotland, in the sum of £620,000 was accepted on the 4th February, 1959. All hull steel work to the height of main deck plating was completed by 30th September.

ACKNOWLEDGEMENTS

I wish to thank the Chairman and Members of the Board for their consideration, the other Officers of the Board for their co-operation, and the Staff of the Department for their willing efforts at all times.

Yours faithfully, J. A. CASHIN,

F.R.S.A., M.I.C.E., M.I.Mech.E., M.N.Z.I.E.

Engineer-in-Chief.

Harbour Master's Office,
25th January, 1960.

HARBOUR MASTER'S ANNUAL REPORT

The Chairman,
Lyttelton Harbour Board, Christchurch.

Dear Sir,

I have the honour to present the following report on the Harbour Master's Department for the year ending 30th September, 1959.

SHIPPING

Last year's figures in parenthesis.

During the year ending 30th September, 1959, 320 (291) steam and motor vessels were piloted in and out of the Inner Harbour. These vessels represent a gross tonnage of 2,679,984 tons (2,452,624).

During the same period 977 (940) coastal and inter-colonial vessels representing a gross tonnage of 3,051,510 tons (3,034,039) were berthed in the Inner Harbour.

Other vessels (Navy, etc.) 45 (25), 140,233 (120,364).

Total gross tonnage for year: 5,871,727 (5,607,027).

Total number of vessels for year: 1,342 (1,256).

Increase in number of vessels over last year: 86.

Increase in total gross tonnage over last year: 264,700.

Increase in number of overseas vessels: 29.

Increase in overseas gross tonnage: 227,360.

Decrease in number of Inter-Colonial vessels: 2.

Decrease in Inter-Colonial gross tonnage: 34,699.

Increase in number of coastal vessels: 39.

Increase in coastal gross tonnage: 52,170.

Increase in number of Navy and other vessels: 20.

Increase in Navy and other vessels gross tonnage: 19,869.

Piloted vessels arriving or departing direct from and for overseas ports were as follows:

Arrived from United Kingdom Ports	1	(5)
Sailed for United Kingdom Ports	9	(13)
Arrived from Australian Ports	4	(3)
Sailed for Australian Ports	5	(1)
Arrived from Singapore, Curacao (tankers)	12	(16)
Sailed for Singapore, Abadan (tankers)	3	(2)
Arrived from Nauru, Makatea (phosphate)	7	(13)
Arrived from Geelong, Australia (tankers)	3	(6)
Sailed for Geelong, Australia (tankers)	3	(1)
Arrived from Suva, Fiji	2	(3)
Arrived from Antarctic (Deep Freeze)	5	(7)
Sailed for Antarctic (Deep Freeze)	9	(6)
Arrived from U.S.A.	8	(9)
Sailed for U.S.A.	2	(2)
Arrived from Apia, Samoa	1	(2)
Sailed for Hong Kong	1	
Arrived from Raratonga	1	
Sailed for Port Said	1	

SUNDERLAND FLYING BOAT

The above has made several training flights here, landing on the outer harbour and mooring to the buoy in the inner harbour. The sweeping of the landing area and buoy facilities are provided by the Harbour Board.

TUGS "LYTTTELTON" AND "LYTTTELTON II"

Both tugs have been thoroughly maintained and are in good order and condition. All towing, fire fighting and salvage equipment kept in good order and condition. Bunker coal consumed by the tugs during the period was 1,009 tons (908).

Summary of work performed:

Overseas vessels assisted in	320	(291)
Overseas vessels assisted out	322	(287)
Vessels assisted to shift	50	(82)
Inter-Colonial vessels assisted	36	(44)
Vessels assisted to dock	27	(13)

In addition to the above, tugs shift the Board's plant whenever necessary.

NAVIGATIONAL AIDS

These have been maintained in good order and condition. Main lead beacons, second reach leads and channel extremity beacons, all wharf ends, steps and rounding on the moles, have been painted. The Whistling Buoy and Parsons Rock Buoy are operating satisfactorily.

FIRE FIGHTING

Fire fighting drill is carried out fortnightly by the crews of the tug and pilot cutter. All hoses and equipment are in good order and condition. Hoses, branches and hydrants are tested periodically. All the fire boxes numbered 1—6, Gladstone Pier to the Dock are fitted with instantaneous and screw hoses. The Oil Wharf, Dock and tug foamite plants are in good condition.

GRAVING DOCK AND SLIP

The dock has accommodated 37 (30) vessels including 11 (5) of the Board's plant.

The slip has accommodated 15 (18) vessels including 5 (3) of the Board's plant.

TELEPHONES

These have been constantly in use, proving how necessary they are to the shipping.

LIFE SAVING

The life saving equipment in the inner harbour is inspected frequently, the outlying jetties every three months.

All are in good order and condition.

BERTHAGE

This has again been a problem during the year, occasionally vessels having to remain at anchor, or at non-working berths.

DEEP FREEZE UNITS

These vessels visited the port to refuel, load cargo and give liberty to the crews during the Deep Freeze operation for the year.

YACHT MOORINGS

Maintenance work on these is practically nil, the rings for mooring are surveyed annually and renewals are made where necessary.

As has been the case for years, there is still a waiting list for moorings, some of the applicants having to wait three or four years. There are 39 applications on the waiting list.

CRANESHIP "RAPAKI"

During the year the above vessel handled 391 lifts (832) 3,889 tons (7,027½) and the earnings were £8,215 10s. 10d. (£13,928 8s. 0d.).

PILOT CUTTER "WAIRANGI"

This vessel is giving excellent service not only supplying pilots to vessels, but in assisting berthage of small vessels and assisting at the dock and Harbour Board plant.

The Radio telephone, Radar and direction finder are all operating well.

SIGNAL TOWER

The Radio telephone, remote control to the Harbour Master's office is operating very satisfactorily, giving a very efficient service to shipping.

PILOT EXEMPTIONS

6 (13) pilotage exemption examinations were held and certificates issued. 2 (16) extensions were issued.

FUEL OIL

180 (205) vessels were bunkered at the Oil Wharf and Cattle Jetty.

ACKNOWLEDGMENTS

I desire to express my appreciation to the Chairman and Members of the Board for their consideration at all times, to acknowledge the assistance of Executive Officers and to express thanks to the Officers and staff of my Department for their loyalty and assistance throughout the year.

Yours faithfully,

CAPT. A. R. CHAMPION, Harbour Master.

I.—CONTRACTORS' DEPOSIT

RECEIPTS

																£
Balance, 1st October, 1958 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,208
Deposits Received .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	<u>266</u>
																£3,474

II.—SPECIAL RENEWAL AND MARINE

													£	£
Balance to Credit of Fund on 1st October, 1958	....	....	....	....	....	....	....	....	....	....	....	....	15,186	222,278
Interest on Investments for Year ....	....	....	....	....	....	....	....	....	....	....	....	....
Less Bank Charges ....	....	....	....	....	....	....	....	....	....	....	....	....	<u>34</u>	15,152
Transfer from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....		10,000
														<u>£247,431</u>

III.—SPECIAL CRANE RENEWAL

														£
Balance to Credit of Fund on 1st October, 1958	....	....	....	....	....	....	....	....	....	....	....	....	....	177,468
Transfer from General Cash Account ....	....	....	....	....	....	....	....	....	....	....	....	....	....	10,348
Interest on Investments for Year ....	....	....	....	....	....	....	....	....	....	....	....	....	....	11,466
Less Bank Charges ....	....	....	....	....	....	....	....	....	....	....	....	....	....	<u>17</u>
														11,449
														<u>£199,265</u>

IV.—SPECIAL FLOATING PLANT

													£
Balance to Credit of Fund on 1st October, 1958	....	....	....	....	....	....	....	....	....	....	....	....	123,948
Transfer from General Cash Account ....	....	....	....	....	....	....	....	....	....	....	....	....	10,000
Interest on Investments for Year ....	....	....	....	....	....	....	....	....	....	....	....	....	13,317
													<hr/> £147,265

V.—SPECIAL ACCIDENT INSURANCE

														£	£
Balance to Credit of Fund on 1st October, 1958	....	....	....	....	....	....	....	....	....	....	....	....	....		66,084
Interest on Investments for Year ....	....	....	....	....	....	....	....	....	....	....	....	....	....	2,606	
Less Bank Charges ....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	
														<hr/>	2,601
Transfer from General Cash Account ....	....	....	....	....	....	....	....	....	....	....	....	....	....		3,000
															<hr/> <hr/>
															£71,686

VI.—SPECIAL FIRE INSURANCE

Balance to Credit of Fund on 1st October, 1958	£	61,956
Interest on Investments for Year	2,263	
Less Bank Charges	5	
Transfer from General Cash Account	2,257	
	2,000	
	<u>£66,213</u>	

	£
Deposits Refunded	651
Balance at 30th September, 1959—Bank of New Zealand, Christchurch	2,823
	<hr/> £3,474

													£	£
Balance at 30th September, 1959—														
Investments at par value in Custody of Bank	105,299	
Fixed Deposits	141,838	
Cash at Bank of New Zealand	<u>293</u>	
Amount of Fund at 30th September, 1959		247,431
														<u>£247,431</u>

	£	£
Balance at 30th September, 1959—		
Investments at par value in Custody of Bank	180,315	
Fixed Deposits	17,850	
Cash at Bank of New Zealand	<u>1,099</u>	
Amount of Fund at 30th September, 1959		199,265
		<u>£199,265</u>

	£	£
Balance at 30th September, 1959—		
Investments at par value in Custody of Bank	14,920	
Mortgage	6,000	
Fixed Deposits	125,378	
Cash at Bank of New Zealand	<u>966</u>	
Amount of Fund at 30th September, 1959		147,265
		£147,265

													£	£
Balance at 30th September, 1959—														
Investments at par value in Custody of Bank	69,625	
Fixed Deposit	2,000	
Cash at Bank of New Zealand	61	
													<hr/>	
Amount of Fund at 30th September, 1959		71,686
														<hr/> £71,686

																		£	£
Fire Premia		689
Balance at 30th September, 1959—																			
Investments at par value in Custody of Bank	64,005	
Cash at Bank of New Zealand	<u>1,519</u>	
Amount of Fund at 30th September, 1959		65,524
																			<u>£66,213</u>

VII.—INTEREST

RECEIPTS

[illegible]

VIII.—£350,000 No. 7 WHARF AND

(Under authority "Lyttelton Harbour

(First Instalment 1/2/53—£100,000 Second Instalment 1/9/53—£50,000)

	£	
Balance at 1st October, 1958	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	77,580
Advance from General Cash Account	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	929
		<hr/> £78,510

IX.—PORT DEVELOPMENT

(Under Authority "Lyttelton Harbour

No. 1. 1/7/1956—£250,000. No. 2. Part I. 1/10/57

No. 2. Part III. 31/7/1958—£150,000. No. 3. Part I.

																£
Balance at 1st October, 1958	...	....	....	....	....	....	....	....	....	....	....	....	....	....	....	80,000
Proceeds from Sale of Stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	619,500
Advance from General Cash Account	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	44,694
																<hr/> £744,194

X.—DREDGE LOAN

(Under Authority "Lyttelton Harbour

[illegible]

BREASTWORKS LOAN 1952 CASH ACCOUNT

Third Instalment 1/3/56—£50,000 Fourth Instalment 1/11/56—£100,000)

LOAN CASH ACCOUNT

1/11/58—£250,000. No. 3. Part II. 1/6/59—£150,000.

CASH ACCOUNT

Board Loan Act, 1956")

															£	£
Progress Payment for Dredge .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		148,625
Consultant's Fees .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		6,354
Exchange .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		1,545
Printing and Advertising .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		455
<hr/>																
Balance at 30th September, 1959—																
Investments at par value in custody of Bank .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	230,420	
Fixed Deposits .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	166,585	
Cash at Bank of New Zealand .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	<u>46,711</u>	
																443,716
																<hr/> £600,696 <hr/>

XI.—LOANS REPAYMENT
(Under Authority, Section 5, "Lyttelton Harbour

	£	£
Balance as at 1st October, 1958		624,277
Interest on Loan Moneys Deposited		33,543
Interest, etc. on Investments	27,606	
Less Bank Charges	7	
		27,598
Annual Transfer from General Cash Account		67,774
Transfer from General Cash Account of Harbour Improvement Rate collected during year		127,533

£880,727

XII.—LOANS REPAYMENT

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan—			
Repayment of Principal	20,300		
Interest	9,853	30,153	
£3,550,000 Port Development Loan, Nos. 1, 2 and 3—			
Repayment of Principal	17,510		
Interest	27,373	44,884	
£600,000 Dredge Loan—			
Repayment of Principal	10,500		
Interest	28,601	39,101	
Balance at 30th September, 1959			114,138
			782,065

£896,203

CASH ACCOUNT

Board Loan and Empowering Act, 1955.")

	£	£	£
£350,000 No. 7 Wharf and Breastworks Loan, 1952—			
First Instalment £100,000:			
Repayment of Principal	7,000		
Interest Transferred to Interest Account	2,460		
Second Instalment £50,000:			
Repayment of Principal	5,000		
Interest Transferred to Interest Account	1,000		
Third Instalment £50,000:			
Repayment of Principal	5,000		
Interest	1,781		
Fourth Instalment £100,000:			
Repayment of Principal	3,300		
Interest	4,611		
		30,153	
£600,000 Dredge Loan, 1957:			
First Instalment £200,000:			
Repayment of Principal	6,500		
Interest	9,223		
Second Instalment £120,000:			
Repayment of Principal	4,000		
Interest	5,528		
Third Instalment £80,000:			
Interest	3,849		
Fourth Instalment £200,000:			
Interest	10,000		
		39,101	
£3,550,000 Port Development Loan:			
£250,000 Port Development Loan, No.1:			
Repayment of Principal	10,000		
Interest	10,911		
£500,000 Port Development Loan, No. 2:			
Part I. £100,000:			
Interest	5,000		
Part II. £250,000:			
Repayment of Principal	7,510		
Interest	1,397		
Part III. £150,000			
Interest	5,306		
£500,000 Port Development Loan, No. 3:			
Part I. £250,000:			
Interest	4,757		
		44,884	
			114,138
Balance at 30th September, 1959:			
Investments at par value in custody of Bank		610,695	
Fixed Deposits		4,887	
Cash at Bank of New Zealand		151,005	
			766,588
			<u>£880,727</u>

REVENUE ACCOUNT

	£	£
Balance at 1st October, 1958		639,604
Interest, etc. on Loan Moneys Deposited		33,543
Interest, etc. on Investments	27,606	
Less Bank Charges	7	
		27,598
Annual Transfers from General Cash Account		67,774
Harbour Improvement Rate	131,019	
Less New Zealand Railway Commission	3,337	
		127,682
		<u>£896,203</u>

XIII.—STATEMENT OF BALANCES

[illegible]

LYTTELTON

XIV.—Statement of Income and Expenditure

REVENUE

Year Ended 30/9/58		EXPENDITURE										£	£
£	£												
	4,403	Accident Insurance, Claims and Premia	....	....	....	....	....	....	....	....	....		4,551
	1,034	Assembly Rooms, Employees	....	....	....	....	....	....	....	....	....		973
	400	Chairman's Honorarium	....	....	....	....	....	....	....	....	....		400
	12,027	Craneship "Rapaki"	....	....	....	....	....	....	....	....	....		10,418
	32,070	Dredge "Canterbury"	....	....	....	....	....	....	....	....	....		35,669
	19,495	Dredge "Te Whaka"	....	....	....	....	....	....	....	....	....		18,724
	31	Election Expenses	....	....	....	....	....	....	....	....	....		—
	13,104	Electrical Department	....	....	....	....	....	....	....	....	....		14,115
	962	Electric Capstans	....	....	....	....	....	....	....	....	....		925
	77,076	Electric Cranes	....	....	....	....	....	....	....	....	....		70,871
	92,451	Engineer's Department	....	....	....	....	....	....	....	....	....		108,408
	2,311	General Administration Expenses	....	....	....	....	....	....	....	....	....		6,365
		Grants Authorised—											
15		Arthur Pass National Park Board	....	....	....	....	....	....	....	....	....	25	
11		Canterbury Employers' Association	....	....	....	....	....	....	....	....	....	—
100		Canterbury Progress League	....	....	....	....	....	....	....	....	....	100	
62		Harbours' Association of New Zealand	....	....	....	....	....	....	....	....	....	100	
960		Harbours' Association Conference	....	....	....	....	....	....	....	....	....	—
10		Health Stamps Campaign	....	....	....	....	....	....	....	....	....	10	
400		Lyttelton Fire Committee	....	....	....	....	....	....	....	....	....	400	
25		Lyttelton Harbour Board Employees' Social Club	....	....	....	....	....	....	....	....	....	25	
250		New Zealand Harbour Boards' Industrial Union of Employers	....	....	....	....	....	....	....	....	....	500	
10		New Zealand Foundation for the Blind	....	....	....	....	....	....	....	....	....	10	
7		South Island Local Bodies' Association	....	....	....	....	....	....	....	....	....	10	
	1,852												1,181
	5,135	Graving Dock	....	....	....	....	....	....	....	....	....		7,167
	17,427	Harbourmaster's Department	....	....	....	....	....	....	....	....	....		17,013
	17,029	Holiday Pay	....	....	....	....	....	....	....	....	....		17,187
	33	Legal Expenses	....	....	....	....	....	....	....	....	....		525
	2,360	Loan Flotation Expenses, etc.	....	....	....	....	....	....	....	....	....		7,033
	887	Patent Slip	....	....	....	....	....	....	....	....	....		61
	5,130	Pilot Launch	....	....	....	....	....	....	....	....	....		6,159
		Public Revenues Act Expenditure—											
100		British Sailors' Society	....	....	....	....	....	....	....	....	....	100	
10		Canterbury Chamber of Commerce	....	....	....	....	....	....	....	....	....	1	
25		Canterbury Empire Games Appeal	....	....	....	....	....	....	....	....	....	—
50		Canterbury Progress League—Public Relations Office	....	....	....	....	....	....	....	....	....	—
—		Charteris Bay Yacht Club	....	....	....	....	....	....	....	....	....	100	
—		Combined Chapels Hospital Appeal	....	....	....	....	....	....	....	....	....	75	
10		Lyttelton Plunket Society	....	....	....	....	....	....	....	....	....	10	
5		Royal Humane Society	....	....	....	....	....	....	....	....	....	5	
80		St. John Ambulance Association	....	....	....	....	....	....	....	....	....	30	
15		Sumner Lifeboat Institution	....	....	....	....	....	....	....	....	....	15	
20		Workers' Educational Association	....	....	....	....	....	....	....	....	....	20	
5		Young Men's Christian Association	....	....	....	....	....	....	....	....	....	5	
576		Entertainments, Memorial Wreaths and Sundries	....	....	....	....	....	....	....	....	....	600	
	899												963
	854	Retiring Allowances	....	....	....	....	....	....	....	....	....		2,007
	21,421	Secretary's Department	....	....	....	....	....	....	....	....	....		25,237
	1,958	Sick Pay	....	....	....	....	....	....	....	....	....		3,331
	7,122	Stores, Butter, Cheese, etc.	....	....	....	....	....	....	....	....	....		9,276
	6,915	Stores, General and Grain	....	....	....	....	....	....	....	....	....		5,650
	2,146	Supplies Store	....	....	....	....	....	....	....	....	....		2,189
	3,947	Superannuation Fund Contributions	....	....	....	....	....	....	....	....	....		6,397
	1,885	Telephones, Rentals and Maintenance	....	....	....	....	....	....	....	....	....		1,955
	926	Travelling Expenses	....	....	....	....	....	....	....	....	....		1,081
	40,435	Tugs "Lyttelton" and "Lyttelton II"	....	....	....	....	....	....	....	....	....		46,921
	4,039	Watchtower on Gladstone Pier	....	....	....	....	....	....	....	....	....		3,895
77,427		Depreciation	....	....	....	....	....	....	....	....	....	44,375	
		Less Depreciation on Loan Assets written back	....	....	....	....	....	....	....	....	....	23,310	
13,202												21,065	
—	64,225	Less Funded	....	....	....	....	....	....	....	....	....	12,016	
	113,644	Balance Transferred to Appropriation Account	....	....	....	....	....	....	....	....	....		9,049
	£575,649												111,491
													£557,204

APPROPRIATION

1958	1958		£	£
£	£			
107,139		Capital Provided from Revenue	109,023	
		Less Adjustment of Capital Expenditure from Revenue for		
3,347		previous years	632	
	103,791			108,390
	12,900	Transfer to Special Crane Renewal Fund		10,348
	10,000	Transfer to Special Floating Plant Renewal Fund		10,000
	10,000	Transfer to Special Renewal Fund		10,000
	3,000	Transfer to Special Accident Insurance Fund		3,000
	2,000	Transfer to Special Fire Insurance Fund		2,000
	63,487	Transfer to Loans Repayment Account		67,774
	7,027	Transfer to Harbour Improvement Rate, No. 1 Account		—
	—	Balance being Excess of Income over Expenditure for year		4,866
	£212,206			£216,380

for the year ended 30th September, 1959.

ACCOUNT

Year Ended 30/9/58		INCOME																
£	£																£	£
	59,963	Berthage	....	....	....	....	....	....	....	....	....	....	....	....	....	....	52,639	
	2,548	Coir Springs	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2,511	
	—	Conscience Money	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	
	11,417	Electric Light Charges	....	....	....	....	....	....	....	....	....	....	....	....	....	....	12,508	
	2,124	Fenders	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,947	
	403	Fines and Penalties	....	....	....	....	....	....	....	....	....	....	....	....	....	....	297	
	5,069	Graving Dock Charges	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6,369	
	13,649	Hire of Craneship "Rapaki"	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8,172	
	78,640	Hire of Electric Cranes	....	....	....	....	....	....	....	....	....	....	....	....	....	....	79,142	
	4,779	Hire of Mobile Cranes	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6,222	
	1,166	Hire of Pilot Launch	....	....	....	....	....	....	....	....	....	....	....	....	....	....	682	
	233	Hire of Plant	....	....	....	....	....	....	....	....	....	....	....	....	....	....	293	
	580	Interest	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,320	
	28	Licenses	....	....	....	....	....	....	....	....	....	....	....	....	....	....	39	
	290	Patent Slip Charges	....	....	....	....	....	....	....	....	....	....	....	....	....	....	232	
	47,544	Pilotage	....	....	....	....	....	....	....	....	....	....	....	....	....	....	51,332	
	53	Pilotage Exemption Certificates	....	....	....	....	....	....	....	....	....	....	....	....	....	....	23	
	44,623	Port Charges	....	....	....	....	....	....	....	....	....	....	....	....	....	....	46,890	
	13,482	Rents	....	....	....	....	....	....	....	....	....	....	....	....	....	....	17,391	
	350	Sale of By-Laws and Specifications	....	....	....	....	....	....	....	....	....	....	....	....	....	....	649	
	—	Ships' Lines	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1,366	
	11,267	Storage Charges, Butter, Cheese, etc.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	9,058	
	4,494	Storage Charges, Grain and General	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3,405	
	933	Telephone Charges	....	....	....	....	....	....	....	....	....	....	....	....	....	....	839	
	23,322	Towage	....	....	....	....	....	....	....	....	....	....	....	....	....	....	25,102	
203,922		Wharfage on Goods	....	....	....	....	....	....	....	....	....	....	....	....	....	....	183,269	
7,129																		
	196,792	Less New Zealand Railways Commission	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6,406	
	51,095	Wharfage on Fuel Oil	....	....	....	....	....	....	....	....	....	....	....	....	....	....	176,862	
	224	Wharfage on Live Stock	....	....	....	....	....	....	....	....	....	....	....	....	....	....	51,256	
	569	Yacht and Fishing Boat Mooring Fees, etc.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	66	
																	573	

£575,649

£557,204

ACCOUNT

1958						£
	£					
113,644	Balance Transferred from Revenue Account					111,491
219	Sale of Timber x No. 7 Jetty and Breastworks and Anderson's Site					888
	Transfer from Special Renewal Fund on Account of Expenditure on New					
10,000	Office Building					100,000
—	Share of Cost of Centennial Hall—Waterfront Industry Commission					4,000
88,343	Balance being Excess of Expenditure over Income for year					—
<hr/>						
						£212,206
<hr/>						
						£216,380

XV.—BALANCE SHEET AS AT

LIABILITIES									
Year ended 30/9/58								£	£
£	£	Capital—							
	1,200,350	Public Debt as per Statement No. XVI.						1,771,539	
350,361		Loan Repayment Reserve						455,800	
105,438		Add Repayments during year						48,310	
	455,800							504,110	
920,017		Capital Provided from Revenue as at 1st October, 1958						1,023,809	
103,791		Add Transfer from Appropriation Account						108,390	
	1,023,809							1,132,200	
	2,679,959								3,407,850
Special Reserve Funds—									
66,084		Accident Insurance Fund						71,686	
177,468		Crane Renewal Fund						199,265	
61,956		Fire Insurance Fund						65,524	
123,948		Floating Plant Renewal Fund						147,265	
222,278		Renewal Fund						147,431	
	651,736								631,172
	639,604	Loans Repayment Account							782,065
Current Liabilities—									
3,208		Contractors' Deposits						2,823	
19,609		Sundry Creditors						7,434	
25		Payments in Advance						543	
56		Unclaimed Moneys						56	
	22,900	Deducted as per Contra						10,858	
£3,971,299								£4,821,087	

The Audit Office having made such examination as was considered necessary, certifies that in its opinion, the above Balance Sheet and accompanying Accounts are correct subject to the following exception.

The Board has failed to comply with the requirements of Section 56, Local Authorities Loans Act, 1956, in that more than one loan bank account has been maintained.

(Signed) C. M. ABERNETHY,
Assistant Controller and Auditor-General.

NOTE.—Shillings and pence included in the original certified accounts have been omitted.

30th SEPTEMBER, 1959

ASSETS

£	£									£	£
Year ended	30/9/58	Capital Assets—									
	1,645,253	Value as at 1st October, 1958	....	....	....	....	....	....	....	2,007,226	
	361,972	Add Additions, 1959	....	....	....	....	....	....	....	555,534	
	2,007,226									2,562,761	
367,333		Deduct Depreciation, 1949/58	....	....	....	....	....	....	431,559		
64,225		Depreciation, 1959	....	....	....	....	....	....	9,049		
	431,559									440,608	
	1,575,667	Value as at 30th September, 1959	....	....	....	....	....	....	....		2,122,152
Special Reserve Fund Investments—											
66,084		Accident Insurance Fund	....	....	....	....	....	....	....	71,686	
177,468		Crane Renewal Fund	....	....	....	....	....	....	....	199,265	
61,956		Fire Insurance Fund	....	....	....	....	....	....	....	65,524	
123,948		Floating Plant Renewal Fund	....	....	....	....	....	....	....	147,265	
222,278		Renewal Fund	....	....	....	....	....	....	....	247,431	
	651,736										731,172
624,277		Loans Repayment Account	....	....	....	....	....	....	....	766,588	
15,327		Harbour Improvement Rate: Sundry Debtors	....	....	....	....	....	....	....	15,476	
	639,604										782,065
77,580		£350,000 No. 7 Wharf and Breastworks Loan	....	....	....	....	....	....	....	77,580	
80,000		Port Development Loan	....	....	....	....	....	....	....	370,278	
600,000		Dredge Loan	....	....	....	....	....	....	....	443,716	
	757,580										891,575
Current Assets—											
181,857		Harbour Fund General Account	....	....	....	....	....	....	....	96,994	
3,208		Contractors' Deposit Account	....	....	....	....	....	....	....	2,823	
27,794		Sundry Debtors	....	....	....	....	....	....	....	42,517	
147,828		Stock, Timber and General Stores	....	....	....	....	....	....	....	158,588	
										300,924	
360,689		Deduct Current Liabilities as per contra	....	....	....	....	....	....	....	10,858	
22,900	337,788										290,065
Appropriation Account—											
79,420 Cr.		Balance as at 1st October, 1958	....	....	....	....	....	....	....	8,922	
88,343		Deduct Balance for year ended 30th September, 1959	....	....	....	....	....	....	....	4,866	
	8,922										4,055
	£3,971,299										£4,821,087

I Hereby Certify that the foregoing Accounts and Balance Sheet were examined and adopted by the Lyttelton Harbour Board at a Special Meeting of the Board held at Christchurch, on 6th April, 1960.

A. A. MACFARLANE, Chairman.

XVI.—STATEMENT OF PUBLIC DEBT

LOAN	Interest	Amount Authorised	Amount Raised	Amount Repaid	Balance Out- standing	Maturity Date	Particulars of Repayment
£350,000 No. 7 Wharf and Breastworks Loan, 1952 (Lytelton Harbour Board Empowering Act, 1951)		300,000					
First Instalment	4 %		100,000	42,000	58,000	1. 2.1968	Annual Redemptions of £7,000.
Second Instalment	4 %		50,000	30,000	20,000	1. 9.1963	Annual Redemptions of £5,000.
Third Instalment	4½ %		50,000	15,000	35,000	1. 3.1966	Annual Redemptions of £5,000.
Fourth Instalment	4½ %		100,000	7,900	92,100	1.11.1976	Half-yearly Instalments of Principal and Interest
£600,000 Dredge Loan, 1957 (Lytelton Harbour Board Loan Act, 1956)		600,000					
First Instalment	4½ %		200,000	15,700	184,300	1. 2.1977	Half-yearly Instalments of Principal and Interest.
Second Instalment	4½ %		120,000	9,600	110,400	31.12.1976	Half-yearly Instalments of Principal and Interest.
Third Instalment	4½ %		18,330	...	18,330	31. 5.1962	Repayable on Maturity Date.
	4½ %		26,750	...	26,750	31. 5.1962	Repayable on Maturity Date.
	4½ %		3,600	...	3,600	31. 5.1965	Repayable on Maturity Date.
	5 %		26,620	...	26,620	31. 5.1965	Repayable on Maturity Date.
	4½ %		4,700	...	4,700	31. 5.1969	Repayable on Maturity Date.
Fourth Instalment	5 %		200,000	...	200,000	1. 8.1987	Repayable on Maturity Date.
£3,550,000 Port Development Loan, 1956 (Lytelton Harbour Board Loan and Empowering Act, 1955)		1,250,000					
First Instalment, £250,000	4½ %		77,350	30,000	47,350	1. 7.1966	Annual Redemptions of £10,000.
	4½ %		69,900	...	69,900	1. 7.1961	
	4½ %		43,500	...	43,500	1. 7.1964	Repayable on Maturity Date.
	4½ %		59,250	...	59,250	1. 7.1968	
Second Instalment, £500,000	5 %		35,000	...	35,000	30. 9.1963	Repayable on Maturity Date.
	5 %		55,000	...	55,000	30. 9.1967	Repayable on Maturity Date.
	5 %		10,000	...	10,000	30. 9.1992	Repayable on Maturity Date.
	5 %		120,000	7,510	112,489	30. 6.1978	Half-yearly Instalments of Principal and Interest.
	5 %		33,490	...	33,490	31. 7.1964	Repayable on Maturity Date.
	5 %		106,350	...	106,350	31. 7.1968	Repayable on Maturity Date.
	5 %		10,160	...	10,160	31. 7.1978	Repayable on Maturity Date.
Third Instalment, £500,000	5 %		80,000	...	80,000	1.11.1964	Repayable on Maturity Date.
	5 %		110,500	...	110,500	1.11.1968	Repayable on Maturity Date.
	5 %		51,600	...	51,600	1.11.1978	Repayable on Maturity Date.
	5 %		50,000	...	50,000	1. 6.1965	Repayable on Maturity Date.
	5 %		75,070	...	75,070	1. 6.1969	Repayable on Maturity Date.
	5 %		18,630	...	18,630	1. 6.1979	Repayable on Maturity Date.
	4½ %		11,100	...	11,100	1.11.1969	
	5 %		12,350	...	12,350		Annual Redemptions of £10,000.
		£2,150,000	£1,929,250	£157,710	£1,771,539		

**XVII.—LIST OF CONTRACTS ENTERED INTO BY THE LYTTELTON HARBOUR BOARD
DURING THE YEAR ENDED 30th SEPTEMBER, 1959**

Date Entered Into	Name of Contractor	Nature of Service or Supply	Date for Completion or Expiry	Amount of Contract
				£ s. d.
11th Nov., 1958	Lobnitz & Co. Ltd.	Dredge "Peraki"	1st April, 1960	£620,000 0 0
1st Oct., 1958	Hutchinson Motors Ltd.	30 cwt. Motor Truck ..	2nd Nov., 1958	£1,591 0 0
11th Nov., 1958	Shell Oil New Zealand Ltd.	Supply of Oils and Greases	1st Dec., 1959	Schedule Rates
10th Dec., 1958	Motorways (Ch'ch.) Ltd.	Dump Truck Tyres and Tubes ..	28th Feb., 1959	£5,089 17 11
10th Dec., 1958	Canterbury Tyre Agency Co. Ltd.	Dump Truck Tyres and Tubes	28th Feb., 1959	£2,239 11 1
10th Dec., 1958	Dominion Motors Ltd.	Road Grader	7th Jan., 1959	£7,670 0 0
4th Feb., 1959	Messrs. G. H. Reed & R. Fife	Erection of Explosives Magazine	15th Sept., 1959	£621 4 0
4th Feb., 1959	F. W. Matthews Ltd.	Supply and Erection of Steel Frame, Quarry Workshop	20th May, 1959	£1,013 10 0
4th March, 1959	C. W. F. Hamilton & Co. Ltd.	300 Steel Chafing Plates	12th Oct., 1959	£2,150 0 0

XVIII.—PARTICULARS OF LEASES AND LICENCES GRANTED BY THE LYTTELTON HARBOUR BOARD

Name of Lessee	Number of Allotment	Locality	Area	Period of Lease or License	Expiry Date	Annual Rental	Remarks
Ainger Air Spray Ltd. ....	...	Near Dock	a. r. p.	Temporary	...	£ 5 0 0	Terminable on one month's notice on either side
Ainger Air Spray Ltd. ....	...	Near Dock	...	Temporary	...	52 0 0	
Aitkens Ferries Ltd. ....	...	Launch, Jetty B	...	Temporary	...	58 0 0	
Atlantic Union Oil Co. (N.Z.) Ltd.	Bowser Site and Building	Port Building	...	7 Yrs. 2 Mths.	1st July, 1966	2,030 0 0	Option of Renewal for further term.
Atlantic Union Oil Co. (N.Z.) Ltd.	Office	Naval Point Reclamation Area	2 0 0	7 Years	4th Jan., 1965	840 0 0	Option of Renewal for further term.
Banks Peninsula Cruising Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	1 0 0	
Berry, O. ....	...	Timeball Signal Station	...	Temporary	...	130 0 0	
British Petroleum Co. (N.Z.) Ltd.	Lot 1	Naval Point Reclamation Area	10 1 16.2	21 Years	1st Oct., 1968	2,329 0 8	Option of Renewal for further term.
Caltech Oil (N.Z.) Ltd.	Lot 1	Naval Point Reclamation Area	4 0 20	7 Years	15th Feb., 1964	1,567 10 0	Option of Renewal for further term.
Canty. Yacht and Motor Boat Club	Cloak Room	Dinghy Shelter, Dampier's Bay	...	Temporary	...	1 0 0	
Champion, A. R.	Lot 1	Reserve Terrace	1 1	21 Years	16th Sept., 1961	4 0 0	Option of Renewal for further term.
Charteris Bay Yacht & Pwr. Bt Club	Site	Charteris Bay	35	14 Years	1st July, 1961	5 0 0	
Clark, G. D.	Hut	Quarry Site	...	Temporary	...	13 0 0	
Collins, S. I.	Lot 3	Reserve Terrace	...	Temporary	...	4 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	1 0 30	7 Years	1st Feb., 1967	350 0 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	1 3 13.6	21 Years	30th May, 1960	366 5 0	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	17 9	11 Yrs. 3 Mths.	31st Aug., 1967	22 7 6	Option of Renewal for further term.
Europa Oil (N.Z.) Ltd.	Lot No. 1	Naval Point Reclamation Area	1 0 12.4	10 Years	31st Aug., 1967	452 11 0	Option of Renewal for further term.
Feron, P. & Sons Ltd.	Site	Low Level Breastwork	62ft. x 17½ft.	Temporary	31st Dec., 1968	156 0 0	
Helps, D. G. ....	...	Shed, Western Wharf, Port Levy	...	Temporary	...	1 0 0	
Holden, D.	Lot 2	Reserve Terrace	1 6.3	21 Years	1st Oct., 1969	4 0 0	Option of Renewal for further term.
Holm & Co. Ltd.	Office	Coronation Hall	...	Temporary	...	26 0 0	
Lyttelton Borough Council	Site for Electrical Sub-stn.	Naval Point Reclamation Area	12ft. x 10ft.	Temporary	...	0 1 0	Terminable on three months' notice on either side
Lyttelton Fishermen's Association	Office Site	No. 7 Breastwork	...	Temporary	...	26 0 0	
Lyttelton Fishermen's Association	Petrol Bowser	Low Level Breastwork	...	Temporary	...	6 0 0	
Lyttelton Sea Scouts	Store	Foreshore (near Dock)	...	Temporary	...	1 0 0	
Lyttelton Sea Scouts	Staging	Foreshore (near Dock)	...	Temporary	...	1 0 0	
Miller, J. Ltd.	Boat Bldg. Site	Foreshore (near Dock)	2 10.7	14 Years	1st April, 1971	480 0 0	Licensee to remove buildings etc. on expiry of license
Muller (Mrs.), M. J.	Grazing Area	Summer Road	...	Temporary	...	52 0 0	Glasgow Lease
N.Z. Shipping Co. Ltd.	Lot 11	Reclaimed Land, W. Lyttelton	1 17	21 Years	1st Oct., 1966	175 0 0	Compensation for buildings on Expiry of lease
N.Z. Shipping Co. Ltd.	Lot 10	Reclaimed Land, W. Lyttelton	37.5	21 Years	1st Oct., 1969	115 0 0	
N.Z. Shipping Co. Ltd.	Site	Reclaimed Land, W. Lyttelton	...	Temporary	...	1 0 0	
Pascoe, D.	Dock Cottage	Reclaimed Land, Dampier's Bay	...	Temporary	...	32 10 0	Tenancy terminable on one month's notice on either side
Post and Telegraph Department	Office	No. 2 Jetty	...	Temporary	...	8 0 0	
Rhind, H. A.	Site	Near Dock	...	Temporary	...	2 8 0	
St. John Ambulance Association	...	Social Room, Supply Store Bldg.	...	Temporary	...	39 0 0	
Shell Oil New Zealand Ltd.	Part Lot 1 & Part Lot 2	Naval Point Reclamation Area	5 0 37	7 Years	15th Nov., 1961	1,830 18 9	Option of renewal for further term
Shell Oil New Zealand Ltd.	Part Lot 1	Naval Point Reclamation Area	3 2 28	10 Years	31st July, 1966	1,837 10 0	
Standard-Vacuum Oil Co. (N.Z.) Ltd.	...	Reclaimed Land, Dampier's Bay	2 1 27	7 Years	17th July, 1961	1,451 5 0	Option of renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Part Lot 1	Naval Point Reclamation Area	2 2 16.6	10 Years	1st Aug., 1966	1,129 15 0	Option of renewal for further term
Standard-Vacuum Oil Co. (N.Z.) Ltd.	Office	Port Building	...	7 Yrs. 2 Mths.	1st July, 1966	6,450 0 0	Option of Renewal for further term.
Turnbull, A. H. & Co. Ltd.	Office Site	Breastwork between Nos. 4 and 5 Jetties	20ft. x 12ft.	Temporary	...	12 0 0	Terminable on one month's notice
Union Steam Ship Co. Ltd.	Office Site	Between Nos. 5 and 6 Jetties	3.2	Temporary	...	24 0 0	Tenant to remove building
Union Steam Ship Co. Ltd.	Office Site	Between Nos. 5 and 6 Jetties	1.6	Temporary	...	12 0 0	Building property of Board
Union Steam Ship Co. Ltd.	Paint Store	Near Dock	1	Temporary	...	6 0 0	Taken over from Blackball Coal Co. on 1st April, 1922
Union Steam Ship Co. Ltd.	T.S.231, 234	Brittan Terrace	31.6	14 Years	...	7 10 0	Terminable on three months' notice
Union Steam Ship Co. Ltd.	Elevated Gangway and Gear Store	No. 2 Jetty	...	Temporary	10th Dec., 1963	280 0 0	Option of renewal for further term

XIX.—SHIPPING RETURN

Arrivals in the Inner Harbour at the Port of Lyttelton during the 71 Years and 9 Months ended 30th September, 1959, respectively.

YEAR	COASTAL		INTERCOLONIAL		FOREIGN		TOTAL	
	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net	Vessels	Register Tonnage Net
1888	1,402	238,382	215	215,540	83	148,765	1,700	602,687
1889	1,433	249,848	256	249,931	75	124,172	1,764	623,951
1890	1,334	234,857	216	260,270	84	156,782	1,634	651,909
1891	1,327	246,421	236	256,642	81	189,248	1,644	692,311
1892	1,267	251,649	215	252,693	103	227,632	1,585	731,974
1893	1,178	303,061	224	252,550	88	187,888	1,490	743,499
1894	1,156	336,620	251	273,746	78	191,357	1,485	801,723
1895	1,179	360,830	253	299,904	96	243,502	1,528	904,236
1896	1,199	353,969	248	292,493	83	223,519	1,530	869,981
1897	1,162	407,887	235	300,312	84	228,756	1,481	936,955
1898	1,141	399,992	237	338,501	69	194,178	1,447	932,671
1899	1,145	515,179	243	371,626	107	298,193	1,495	1,184,998
1900	1,084	496,996	212	335,119	102	352,012	1,418	1,184,127
1901	1,088	614,480	267	425,578	128	407,313	1,483	1,447,371
1902	1,194	673,098	258	420,488	114	401,379	1,566	1,494,965
1903	1,167	656,241	254	452,480	124	513,492	1,545	1,622,213
1904	1,218	711,267	241	452,467	125	516,180	1,584	1,679,914
1905	1,310	811,707	237	446,347	126	548,379	1,673	1,806,433
1906	1,324	849,391	253	511,938	136	593,247	1,713	1,954,576
1907	1,226	881,256	235	497,337	127	534,895	1,588	1,913,488
1908	1,274	943,389	251	546,497	142	589,653	1,667	2,079,539
1909	1,453	989,164	223	490,669	157	651,145	1,833	2,130,978
1910	1,841	1,092,016	189	411,844	146	651,499	2,176	2,155,359
1911	1,858	940,149	236	457,981	171	738,921	2,265	2,137,051
1912	1,905	1,004,832	229	512,035	155	728,861	2,289	2,245,728
1913	1,779	922,249	235	549,574	134	596,215	2,148	2,068,038
1914	1,634	939,126	286	605,844	155	650,825	2,075	2,195,795
1915	2,022	951,160	233	454,660	134	564,673	2,389	1,970,493
1916	1,862	837,422	152	289,464	111	506,349	2,125	1,633,235
1917	1,759	743,853	136	254,737	88	404,868	1,983	1,403,458
1918	1,704	737,435	82	147,141	55	244,324	1,841	1,128,900
1919	1,730	764,215	85	161,005	74	352,982	1,889	1,278,202
1920	1,171	749,208	142	259,576	110	521,813	1,423	1,530,579
1921	1,145	693,879	151	220,637	141	602,461	1,437	1,516,977
1922	1,244	733,703	127	192,847	145	699,459	1,516	1,626,009
1923	1,321	832,767	98	179,949	177	837,498	1,596	1,850,214
1924	1,282	814,366	93	187,772	177	865,876	1,552	1,868,014
1925	1,275	857,733	82	164,605	198	899,399	1,555	1,921,737
1926*	1,017	697,529	59	131,614	150	704,491	1,226	1,533,634
1927	1,363	924,881	72	146,985	175	830,199	1,610	1,902,065
1928	1,378	921,645	49	103,804	183	886,781	1,610	1,912,230
1929	1,368	955,622	57	106,612	185	921,337	1,610	1,983,571
1930	1,427	942,448	55	110,911	191	976,821	1,673	2,030,180
1931	1,239	914,248	57	93,216	179	927,528	1,475	1,934,992
1932	1,103	1,001,392	57	68,419	157	825,197	1,317	1,895,008
1933	1,112	1,023,694	61	69,885	176	910,370	1,349	2,003,949
1934	1,212	1,036,187	63	78,103	166	829,162	1,441	1,943,952
1935	1,173	1,000,147	79	116,162	173	896,553	1,425	2,012,862
1936	1,369	986,360	71	118,290	195	987,830	1,635	2,092,480
1937	1,346	1,012,903	73	131,963	203	1,044,582	1,622	2,189,448
1938	1,228	1,020,109	67	119,995	210	1,071,049	1,505	2,211,153
1939	1,235	1,027,166	67	120,904	197	1,005,427	1,499	2,153,497
1940	1,105	1,013,779	61	90,516	150	823,511	1,316	1,927,806
1941	989	930,507	48	65,366	86	403,674	1,123	1,399,547
1942	811	801,012	41	63,388	82	421,460	934	1,285,860
1943	717	817,374	44	63,337	98	440,596	859	1,321,307
1944	652	796,580	32	42,370	87	385,877	771	1,224,827
1945	655	807,806	32	45,437	70	348,190	757	1,201,433
1946	595	718,810	29	40,872	123	656,864	747	1,416,546
1947	644	982,387	26	34,196	153	757,791	823	1,774,374
1948	608	1,053,938	22	29,003	166	799,779	796	1,882,720
1949	687	1,065,065	31	39,484	165	798,429	883	1,902,978
1950	670	1,066,088	26	32,977	178	862,176	874	1,961,241
1951	555	971,630	17	19,106	161	789,276	733	1,780,012
1952	684	1,121,891	32	45,203	227	1,115,425	943	2,282,519
1953	825	1,144,060	57	93,586	190	926,716	1,072	2,164,362
1954	835	1,325,438	62	104,623	211	1,083,405	1,108	2,513,466
1955	802	1,293,426	66	114,029	215	1,060,758	1,083	2,468,213
1956	798	1,287,833	79	131,187	257	1,306,839	1,134	2,725,859
1957	803	1,280,976	77	130,423	251	1,256,709	1,131	2,668,108
1958	857	1,301,533	83	143,004	291	1,410,720	1,231	2,855,257
1959	896	1,327,325	81	123,077	320	1,538,896	1,297	2,989,298

* 9 Months. Exclusive of H.M. Warships and Transports, Survey and Exploration Vessels.

XX.—Port of Lyttelton—Tonnage Statistics of Cargo Passing over Wharves during Twelve Months ended 30th September, 1959.

NATURE OF CARGO				DETAILS OF TONNAGE										CLASSIFIED TOTALS OF TONNAGE				
Inwards		Transshipments				Outwards		Totals for Twelve Months	Total Coastal In and Out	Total Overseas In and Out	Total Inwards Tonnage	Total Outwards Tonnage	Total Trans.					
Coastal	Overseas	Coastal to Coastal	Overseas to Coastal	Coastal to Overseas	Overseas to Overseas	Coastal	Overseas											
Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons					
Beans and Peas	57	23	...	...	...	...	1,153	8,854	10,087	1,210	8,877	80	10,007	...
Butter	1,835	...	...	...	...	...	7	338	2,180	1,842	338	1,835	345	...
Cement	476	289	...	...	...	...	43	...	808	519	289	765	43	...
Cereals	2	407	...	...	...	...	5,854	...	6,263	5,856	407	409	5,854	...
Chaff	...	...	...	...	...	...	1,130	74	1,204	1,130	74	...	1,204	...
Cheese	11	...	...	...	...	...	69	688	768	80	688	11	757	...
Coal	...	...	...	...	...	...	197	2	199	197	2	...	199	...
Coke	...	...	...	...	...	...	2,993	...	2,993	2,993	...	...	2,993	...
Fish	14	7	...	...	...	...	343	1,061	1,425	357	1,068	21	1,404	...
Flour	5	...	...	...	...	...	13,446	...	13,451	188	...	5	13,446	...
Fruit, Preserved	163	2,585	...	...	...	...	25	2	2,785	4,003	2,587	2,748	473	...
Fruit, Fresh	3,540	27,133	...	...	...	...	463	10	31,146	28,512	27,143	30,673	27,955	...
Grain	557	29,130	...	...	...	...	27,955	...	57,642	1,678	2,058	2,225	1,511	...
Hemp	167	2,058	...	...	...	...	1,511	...	3,736	451	8,815	426	8,840	...
Hides	370	56	...	...	...	...	81	8,759	9,267	142	3	1	144	...
Honey	1	...	...	...	...	...	141	3	145	3,032	52,648	48,354	7,326	...
Iron	1,663	46,691	...	...	...	...	1,369	5,957	55,735	...	18	18	727	...
Lime	...	18	...	...	...	...	660	67	1,367	1,299	68	640	1,820	...
Live Stock	639	1	...	...	...	...	1,607	213	10,785	3,105	7,680	8,965	2,299	...
Machinery	1,498	7,467	...	...	...	...	673	1,626	61,601	726	60,715	59,142	43,933	...
Manures	53	59,089	...	...	...	...	571	43,362	44,251	875	43,376	318	43,933	...
Meat, Frozen	304	14	...	...	...	...	194	297	2,381	2,084	297	1,890	491	...
Meat, Preserved	1,890	...	...	...	...	...	...	1,085	1,903	816	1,087	818	1,085	...
Milk Products	816	2	...	...	...	...	25,538	...	195,269	27,702	167,567	169,731	25,538	...
Motor Spirits	2,164	167,567	...	...	...	...	104,735	168	237,894	220,356	17,533	132,986	104,903	...
Motor Vehicles	115,621	17,365	...	...	...	...	14,774	...	103,105	15,533	87,572	88,331	14,774	...
Oil	759	87,572	...	...	...	...	89	...	12,721	6,925	5,776	12,607	94	...
Paper	6,836	5,771	...	...	...	...	24,246	976	25,231	24,255	976	9	25,222	...
Potatoes	9	...	...	...	...	...	1,862	3,837	6,021	1,964	4,057	322	5,699	...
Seeds	102	220	...	...	...	...	63	...	13,114	13,109	...	13,046	63	...
Sugar	13,046	...	...	...	...	...	241	8,294	8,549	255	8,294	14	8,535	...
Tallow	14	...	...	...	...	...	69	...	17,542	119	17,421	17,471	69	...
Hardwoods	50	17,421	...	...	...	...	600	1,431	8,638	720	7,879	6,568	2,031	...
Softwoods	120	6,448	...	...	...	...	495	1	5,095	3,460	1,635	4,599	496	...
Beer, Wines, etc.	2,965	1,634	...	...	...	...	...	...	6,268	...	6,268	6,268	...	...		
Bitumen, Bulk	...	6,268	...	...	...	...	...	...	30,666	...	28,668	1,537	29,129	...
Wool	1,408	129	...	...	...	...	590	28,539	30,666	1,998	138,901	245,650	92,695	...
General	113,682	131,968	1,297	908	...	2	85,762	6,933	340,552	199,444	...	...	...	2,207	
TOTALS	270,837	617,333	1,307	1,195	...	2	319,549	122,582	1,332,805	590,386	739,915	888,170	442,131	2,504				

Total Tonnage handled at the Port of Lyttelton during the Twelve Months ending 30th September, 1959, 1,332,805 tons; 1958, 1,414,373 tons; 1957, 1,437,121 tons; 1956, 1,362,661 tons.

XXI.—COMPARATIVE TONNAGE STATISTICS OF CARGO PASSING OVER THE WHARVES AT LYTTTELTON

For the 37 Years and Nine Months ended 30th September, 1959.

YEAR	INWARDS		OUTWARDS		TRAN- SHIPMENTS	TOTAL
	Coastal	Overseas	Coastal	Overseas		
1877 to 1921	not available					
1922	203,125	218,207	149,687	85,192	2,210	658,421
1923	211,678	244,084	176,188	57,798	2,008	691,756
1924	154,692	342,007	150,371	56,160	1,948	705,178
1925	152,131	343,555	163,308	64,965	3,016	726,975
1926						
(9 months)	121,869	236,002	121,389	66,769	2,082	548,111
1927	157,919	282,188	178,326	75,152	2,647	696,232
1928	142,760	258,374	217,569	71,920	645	691,268
1929	167,234	276,806	231,594	68,881	500	745,015
1930	165,531	264,644	224,796	70,628	570	726,169
1931	121,135	194,267	190,060	64,683	1,599	571,744
1932	101,223	157,579	155,762	75,109	1,451	491,124
1933	94,382	174,963	147,370	105,280	1,489	523,484
1934	115,220	179,510	177,603	75,805	1,941	550,079
1935	118,895	223,375	188,540	71,425	2,302	604,537
1936	126,215	260,354	205,010	75,632	2,721	669,932
1937	140,255	304,826	220,919	94,780	2,652	763,432
1938	158,976	314,860	175,551	74,604	3,599	727,590
1939	158,478	310,508	191,475	85,581	3,265	749,307
1940	169,457	228,622	191,932	77,748	2,744	670,503
1941	180,947	213,104	212,019	63,358	1,425	670,853
1942	207,468	163,311	211,443	113,126	3,899	699,247
1943	194,611	132,114	226,715	149,063	327	702,830
1944	181,655	194,798	232,526	115,569	2,404	726,952
1945	172,693	153,168	237,656	93,897	861	658,275
1946	183,508	225,269	225,449	99,583	342	734,151
1947	192,483	268,401	244,727	96,204	834	802,649
1948	187,994	364,741	220,748	130,570	1,005	905,058
1949	200,297	344,065	242,139	107,302	1,633	895,436
1950	191,017	407,198	229,735	101,092	139	929,181
1951	173,139	398,259	230,981	97,562	1,267	901,208
1952	203,666	616,045	262,762	105,662	3,292	1,191,427
1953	200,724	469,315	285,575	91,971	1,532	1,049,117
1954	222,127	487,168	288,078	82,270	2,991	1,082,634
1955	260,212	633,320	306,688	89,419	2,903	1,292,542
1956	271,728	681,051	296,751	111,960	1,171	1,362,661
1957	277,894	712,615	323,207	123,024	381	1,437,121
1958	283,029	688,944	320,391	120,830	1,179	1,414,373
1959	270,837	617,333	319,549	122,582	2,504	1,332,805

XXII.—Analysis of Ordinary Revenue during the year 1959, and the preceding Four Years.

Particulars of Revenue	1959			1958			1957			1956			1955		
	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue	£	£	Per-centage of Total Revenue
(1) Dues payable by Importers and Exporters:															
On Goods: Wharfage ...	234,593	...	...	255,242	...	...	259,436	...	...	229,883	...	...	199,804	...	...
H.I.R. ...	131,020	365,613	52.63	144,349	399,591	54.95	147,680	407,116	56.13	110,804	340,687	53.22	56,708	256,512	51.74
(2) Dues payable by Shipping:															
Pilotage and Port Charges	98,246	...	...	92,221	...	...	83,169	...	...	82,646	...	...	63,556	...	...
Towage ...	25,103	...	...	23,322	...	...	20,661	...	...	20,350	...	...	14,170	...	...
Warps ...	2,516	...	...	2,549	...	...	2,541	...	...	2,732	...	...	2,518	...	...
Fenders ...	1,947	...	...	2,125	...	...	2,257	...	...	2,337	...	...	1,942	...	...
Berthage ...	52,639	...	...	59,964	...	...	63,073	...	...	54,713	...	...	27,570	...	...
Electric Light ...	12,509	...	...	11,418	...	...	10,500	...	...	9,672	...	...	9,712	...	...
Hire of Electric Cranes ...	79,142	...	...	78,640	...	...	80,180	...	...	73,063	...	...	72,109	...	...
Hire of Floating Crane ...	8,173	...	...	13,649	...	...	10,077	...	...	10,854	...	...	8,145	...	...
Ships Lines ...	1,367	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hire of Telephones ...	839	282,481	40.67	933	284,821	39.17	935	273,393	37.70	1,006	257,373	40.20	817	200,539	40.45
(3) Charges payable by Ships, other than Dues:															
Graving Dock Charges ...	6,370	...	...	5,070	...	...	4,591	...	...	4,375	...	...	4,360	...	...
Patent Slip Charges ...	232	6,602	95	291	5,361	74	282	4,873	67	494	4,869	76	312	4,672	94
(4) Miscellaneous Charges payable by Lessees and General Public, etc.:															
Rents ...	17,391	...	...	13,483	...	...	14,385	...	...	11,072	...	...	10,186	...	...
Storage ...	3,405	...	...	4,494	...	...	6,170	...	...	5,846	...	...	5,076	...	...
Cool Storage ...	9,058	...	...	11,268	...	...	11,215	...	...	11,027	...	...	13,424	...	...
Hire of Mobile Crane ...	6,222	...	...	4,779	...	...	6,302	...	...	6,790	...	...	3,805	...	...
Yacht Moorings, Boat and Watermen's Licenses ...	613	...	...	597	...	...	588	...	...	584	...	...	577	...	...
Incidental Receipts ...	3,246	39,935	5.75	2,734	37,355	5.14	1,233	39,893	5.50	1,923	37,242	5.82	990	34,058	6.87
		£694,631	100.00		£727,128	100.00		£725,275	100.00		£640,171	100.00		£495,781	100.00

XXIII.—Particulars relating to the Port of Lyttelton

CANTERBURY, NEW ZEALAND

General.—The Port of Lyttelton is situated on the north-western side of Banks Peninsula, having an opening to the north-east, is the principal seaport of the Provincial District of Canterbury, and is seven miles distant from Christchurch (the principal City) with which it is connected by a line of railway, the Moorhouse Tunnel (a mile and three-quarters in length) being on this section. The Canterbury District is intersected by lines of railway some three hundred and fifty miles in length. The Lyttelton Harbour Board's representation area extends from the Rangitata River south, to the Conway River north, and embraces twenty-one counties, which in turn include the City of Christchurch and six boroughs in the various combined or constituent electoral districts.

The total area represented by the Board is 10,186 square miles, with a population of 260,000 and a capital value of 137 million pounds. Although there are several hundreds of square miles of pastoral country within the representation area, it also includes nearly two million acres of land in cultivation.

NAVIGATION AIDS—

Light Godley Head.—A group flashing white light showing three flashes every 26 seconds visible 24 miles, situated on Godley Head 317 feet above high water, and about 100 feet from the top of the cliff.

A Lighted Whistling Buoy is moored off the entrance to the harbour, in a position ten cables from Godley Head and seven and a-half cables from Adderley Head. The 750-c.p. flashing white light is sixteen feet above water, is visible nine miles in clear weather, and gives a flash every three seconds. The buoy carries a 10-in. wavemotion-actuated air whistle and a diamond shaped radar reflector is mounted on top of the buoy.

Parsons Rock Buoy.—A white and red chequered buoy showing a flashing white light (2 flashes) every 10 seconds, visible $5\frac{1}{2}$ miles, height 9 feet above sea level, and a radar reflector is mounted on the top of the buoy. The buoy is moored 1,380 feet from the centre line of the channel and 1,200 feet from Parsons Reef.

Fog Signals.—The N.Z. Government Marine Department maintains on Godley Head a fog diaphone, sounding one blast every minute (blast 3 secs.), just below the lighthouse on the head and at an elevation of 270 feet.

Signal Station.—A black and white tower on the knuckle of Gladstone Pier 53 feet above high water equipped with flags, 10in. signal day-lamp, aldis lamp, and radio telephone. The call sign is Z.L.H.L. and a listening watch is kept for 15 minutes at each and every hour.

Inner Harbour.—The Harbour Board maintains on the small lighthouse situated at the end of the eastern mole at the inner harbour entrance, an electrically-operated fog bell ringing every 20 secs. (bell 5 secs). The sound is muffled in the inner harbour from 170 deg. to 286 deg.

Fog Signal on Sticking Point.—An electrically-operated fog-signal sounding a low note every 30 seconds—thus: sound 5 seconds, silence 25 seconds. The horn will sound into the harbour in a south-easterly direction.

Beacon Lights for Marking the Dredged Channel.—Two beacons with automatic flashing lights have been erected for leading lights as a guide to enable deep draught ships to keep in the dredged channel. The front beacon is about three cables off the harbour entrance in sixteen feet of water, and the rear beacon (which is higher than the front one) is on Shag Reef. A flashing red light every one and a-half seconds (flash $\frac{1}{2}$ sec., eclipse 1 sec.) is shown from the front beacon and a white flashing light every five seconds (flash 2 secs., eclipse 3 secs.) from the rear beacon. These beacons, in line with one another, at $260\frac{1}{2}$ degrees, mark the centre of the dredged channel. Two small beacons, in line 302 degrees, and each exhibiting a fixed triangular neon sign, are situated on Naval Point reclamation to indicate when to turn up towards the inner harbour entrance. The turning point is also indicated at night by a fixed red light showing on the eastern breakwater and bearing 318 degrees.

Navigation Lights.—Camp Bay.—Two fixed red lights, in line $195\frac{1}{2}$ degrees, to facilitate night navigation and anchoring, are situated in Camp Bay.

Inner Harbour and Breakwaters.—The breakwaters are formed of rubble stone blasted from the quarries at Naval and Officers' Points, and deposited on the respective sites. The outer slopes of both breakwaters are protected or faced with large blocks of stone. The Officers' Point or eastern breakwater is some 2,010 feet in length with a width of forty feet on the top and having an elevation of six feet above high-water spring-tide. This breakwater has also a timber breastwork built along its inner face for its entire length—known as Gladstone Pier—and the outer face is protected by a reinforced concrete parapet wall two feet six inches high, with a concrete pathway or promenade five feet wide on the inside. The Naval Point or western breakwater was formerly 1,400 feet in length, but is now almost entirely incorporated with the reclamation area, which abuts on to its southern face. Along its northern or inner harbour face are breastwork wharves providing berthage for vessels carrying fuel oils in bulk in connection with adjoining sites for oil storage in bulk.

Water Area Enclosed.—The area of water enclosed within the breakwaters is approximately one hundred and six acres.

The Depth of Water and Berthage in Inner Harbour.—The present depth of water inside the breakwaters, and at the various wharves, varies from 20 feet to 38 feet at low tide. A channel has been dredged from the outer harbour to the entrance between the moles to a depth of $32\frac{3}{4}$ feet at low tide. The range of the tide is about $6\frac{1}{2}$ feet spring tides, $4\frac{1}{2}$ feet neap tides. The total berthage accommodation served by railway is over 12,000 feet.

Overseas Steamers' Berths and Telephones.—Overseas steamers berth at the Gladstone Pier, No. 1 breastwork, Nos. 2, 3, 4, 6 and 7 wharves. Vessels load and discharge inflammable or fuel oil in bulk at the oil tankers' wharf, Naval Point. Ships' Telephones connected with the public automatic telephone exchange are available at the main wharves.

Lyttelton-Wellington Steamer Express Service.—No. 2 Wharf, which has been the Lyttelton-Wellington steamer express berth for many years, accommodates the full length of the Invercargill-Dunedin-Christchurch express train. The N.Z. Government Railways and Union Steam Ship Coy. Ltd. provide ticket boxes on the jetty for the sale of railway and Wellington steamer express tickets respectively. A public "slot" telephone is also available.

A covered passenger platform has been constructed on this jetty, and provides direct access from the train to steamer's gangway and vice versa.

A special passenger train runs between the No. 2 wharf and Christchurch direct on arrival and departure of the Lyttelton-Wellington steamer express. Facilities are provided at this berth for passengers' motor-cars being driven to and from the ship's side, and landed or shipped by the steamer express.

Fire Prevention and Fresh Water.—To guard against damage from fire and to supply the shipping, the whole of the wharves are supplied with water under high pressure from the Lyttelton Borough Council's main, and in addition, the Board's Tugs and Grab Dredge are each fitted with powerful steam fire-pumps and "Foamite" oil-fire plant. Fresh water for vessel's use is supplied by the Lyttelton Borough Council, at 5/- per 1,000 gallons.

Harbour Charges at Lyttelton:

Graving Dock Charges:—For all vessels up to 300 tons £32, 301 to 400 tons £39, 401 to 700 tons £46, 701 to 800 tons £53, 801 to 900 tons £62, 901 to 1000 tons £67, 1001 to 1100 tons £71, 1101 to 1200 tons £80, 1201 to 2000 tons £89, 2001 to 3000 tons £98, 3001 to 4000 tons £107, 4001 to 5000 tons £115; and four clear days are given in dock in all cases. The Board finds dock and machinery, but takes no responsibility.

Patent Slip.—A Patent Slip, capable of taking up a 250 ton vessel, has also been provided by the Harbour Board. Charges for use of the Slip:—

Up to 25 tons gross register, £10 for any period up to five days, and 30s. per day after the fifth day.

Over 25 tons and up to 75 tons gross register, £12 10s. for any period up to five days, and 30s. per day after the fifth day.

Over 75 tons and up to 150 tons, gross register, £15 for any period up to five days, and 30s. per day after the fifth day.

Over 150 tons and up to 250 tons, gross register, £20 for any period up to five days, and 30s. per day after the fifth day.

Thirty-three and one-third per cent. reduction on the above scale of charges will be allowed when, subject to the approval of the Harbourmaster, two or three vessels, other than those belonging to the Board, are placed on the Patent Slip and hauled up together, and remain on the Patent Slip the same number of hours.

The above rates cover the cost of all labour connected with hauling up and launching (the crew of the vessel to give their assistance as may be required); and the cost of blocking a vessel and shifting the blocks after hauling up, during ordinary working hours.

Wharfage Dues (payable by the Importers and Exporters of goods)—

General Merchandise: $\frac{3}{7}$ per ton (by weight or measurement).

Wool, $\frac{3}{7}$ per bale.

Timber, 9d. per hundred feet super.

Crude Petroleum and Kindred Oils in bulk: $\frac{3}{7}$ per ton inwards, $\frac{2}{3}$ per ton outwards of 250 gallons.

Goods re-shipped within six months are free of outward wharfage on declaration.

Harbour Improvement Rate totalling $\frac{2}{3}$ per ton is payable on all goods passing over the wharves in addition to the above wharfage charges.

Pilotage Dues.—On all vessels over 100 tons net register, 3½d. per ton inwards, and 3½d. per ton outwards.

Pilotage.—Charge when the services of a Pilot are used to move vessels from berth to berth or to and from Graving Dock:—For vessels up to 2000 tons gross—£4 10s.; rising to £15 for a 6000 ton vessel.

Port Charges.—6d. per ton net register, provided that such charge shall not exceed eighteen pence a ton half-yearly.

Berthage Charges.—1½d. per ton net register per day while a vessel remains in the Inner Harbour of the Port of Lyttelton, unless laid up or undergoing repairs or overhaul, when the Berthage Charge is ½d. per ton per day. Sundays and holidays exempt unless cargo or passengers taken on board or landed.

Towage Fees.—For the services of the Tug shifting or being in attendance on overseas steamers when entering or leaving the Inner Harbour or to and from the Dock, each way, £15 per hour or part of an hour during ordinary working hours. Outside ordinary working hours the overtime of the officers and crew will be charged for in addition to the above rate.

Coir Springs.—For each Spring for first three days, £1 15s. 6d.; for each Spring for each day after three days, 6/-.

Wood Fenders.—£1 5s. 0d. for first day, with 15/- for each succeeding day for round Softwood Fenders used by each vessel at any wharf. For the hire of special rectangular solid floating Fenders up to four in number the charge is Eight Pound Fifteen Shillings (£8 15s. 0d.) for a period not exceeding four days; after four days the charge is 10/- per Fender per day.

Floating Crane.—The Board's self-propelled 80-ton Floating Crane "Rapaki" is available for heavy lifts. The charges are: £25 for the first hour or part hour, and £12 15s. 0d. for each subsequent hour or part hour, during ordinary working hours; or at the option of the Board, 17/- per ton for lifts of 25 tons or over; with a minimum charge in the latter case of £20, slings and shackles extra. Outside ordinary working hours overtime will be charged in addition to the above rates.

Hire of 3-ton and 5-ton Electric Cranes.—3-ton and 5-ton electric wharf cranes are available on all main wharves for hire on the conditions set out in the Board's By-laws. The present charge for the use of a crane is £1-3-9 per hour or part of an hour plus driver's wages, with an extra charge of 5½d. or 8d. per hour when bulk cargo is being worked with grabs.

Special Grabs for use with electric cranes for working bulk cargoes are supplied at 13s. 4d. per grab per hour; minimum one hour.

Telephones.—10/- per telephone per day with a minimum charge of £1.

Wharf Lighting.—The Wharves and Railway Yards are well lighted by electric lamps. Connections are also provided for temporary lighting on board ships for working cargo, etc. Equipment and electric current is supplied by the Board at the undermentioned rates:

Electric Wharf Lights.

Application for the use of special electric lights shall be made on forms supplied at the Electric Light Station not later than 4 p.m. on the day on which the light is required.

The charge for each 2,000 candle power light shall be:

From dark until sunrise, 5s. per hour.

Electric Cargo Lights on Board Vessels.

- (1) For hire of Main Cables, Clusters and Flexes for any one vessel: five shillings per day or part of a day.
- (2) For supply of electric current: one shilling per Lamp-Cluster per hour.

The time for supply of electric current is calculated from the time the distribution board leaves the Electric Light Station to the time it is returned. The minimum to be charged for any one day shall be one hour.

Electric Cranes and Capstans.—The Gladstone Pier, No. 1 Breastwork, and Wharves Nos. 2, 3, 6 and 7 are equipped with 5-ton and 3-ton electric cranes. All wharves are fitted with electric capstans.

Railway Lines on Wharves.—The whole of the main wharves have lines of rails laid down upon them connected to the railway system of the Dominion, and goods are landed or shipped direct into or from railway trucks, being hauled thence direct to Christchurch or country stations, or vice versa. Extensive storage accommodation for primary products is also provided adjacent to the wharves, and the Port is well provided with privately owned wool dumping stores.

Cool and Freezing Chambers for Dairy Produce. The Harbour Board has cool and freezing chambers near No. 7 wharf, built chiefly for the accommodation of butter and cheese to be graded and stored for export. The building is divided into ten separate compartments—seven of 85 tons capacity each and two of 35 tons capacity, with grading and testing rooms for the use of the Government dairy produce graders. The chambers may be used independently of each other for cool storage or freezing chambers as required. There are also special chambers for the cool storage of cheese, with a total capacity of 5,700 crates. Two additional cheese chambers were provided at No. 1A Store in 1937, to accommodate 7,400 crates of cheese.

Since "The Dairy Industry Act" came into force on the 29th November, 1894, dairy produce for export from Lyttelton has passed through the Board's cool stores for inspection and grading by the Government Inspector prior to shipment.

Grain Storage in Lyttelton.—Provision has been made by the Board for the storage of grain and agricultural produce in Lyttelton at reasonable rates. The Board has storage space in No. 1, No. 1A and No. 5 stores for 18,000 tons of produce.

Graving Dock.—The Graving Dock is capable of docking a vessel 462 feet by 54 feet beam and 18 feet draught. The general dimensions of the Dock are as follows:—

Length on Floor	450	feet
Length on Top	481½	"
Width on Floor	46	"
Width on Top	82	"
Width of Entrance	62	"
Width where Ship's Bilge should be.....	54½	"
Depth on Sill at High Water	23	"

Tug Service.—The Harbour Board maintains a powerful twin-screw steam tug, which is open for engagement by vessels requiring her services outside the Heads as well as in the Harbour. A second steam tug may be made available at short notice. The day signal for the tug is Flags YA International Code, and as a continuous watch is always kept at the Signal Station at Gladstone Pier, vessels making this signal can be seen.

Bunkering Services for Coal and Oil. A coal bunkering service is maintained in the Port by the State Coal Department, and fuel for bunkers is obtainable at the Board's Oil Wharf and Cattle Jetty at Naval Point (Western Mole), which is served from the neighbouring Oil Companies' installations.

Statistics.—For the year ended 30th September, 1959, the revenue of the Board was £695,000. During the same period 1,297 vessels entered the port representing 2,989,298 tons net register, while the tonnage of cargo passing over the wharves was 1,332,805 tons.

Constitution of Board.—Eighty-two years ago the Lyttelton Harbour Board was constituted. The present Members of the Board are: W. P. Glue, O.B.E. (Chairman), E. C. Bathurst, O.B.E., J.P. (Deputy-Chairman), F. W. Freeman, O.B.E., J.P.; W. S. MacGibbon, O.B.E., A.P.A.N.Z., J.P.; G. Manning, M.A., Dip.Soc.Sci., J.P.; F. I. Sutton, C. W. Tyler, O.B.E., J.P.; J. Brand, L. G. Amos, J.P.; R. T. McMillan; W. F. McArthur, J.P.; A. A. Macfarlane, D.F.C., J.P.; W. B. Laing, J.P.

Officers of Board.—Secretary-Manager and Chief Executive Officer: A. L. Burk, F.I.A.O., J.P.; Accountant, A. J. Sowden, A.R.A.N.Z.; Chief Engineer, J. A. Cashin, M.I.C.E., M.I.Mech.E., Harbour-master and Chief Pilot, Captain A. R. Champion.

Harbour Board Offices.—Port Building, 297 Madras Street, Christchurch and Norwich Quay, Lyttelton.

